

DOWNTOWN ENCINITAS

Specific Plan

a vision



Downtown Encinitas Specific Plan

Adopted February 9, 1994
Ordinance No. 94-02

City of Encinitas
Community Development Department

Downtown Encinitas Specific Plan

Adopted February 2, 2024
Ordinance No. 24-02

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We wish to extend special acknowledgement to the following individuals who served on the Specific Plan Area Committee (SPArC):

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In addition, the contributions of several individuals and organizations greatly assisted in the formulation of the Downtown Encinitas Specific Plan. The City of Encinitas sincerely thanks the following:

Ida Lou Coley	Resident
Pete Fleuret	Street Superintendent
Will Foss	Building Division Supervisor
Raymond Guarnes	Traffic Technician
Lloyd Holt	Interim City Engineer
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1.0 SUMMARY

1.1 Introduction

The preparation of this document is called for by the City's General Plan in recognition of the Downtown Encinitas area's unique character, needs, and opportunities. All components and requirements as specified in the General Plan have been addressed in this document which is made up of six major sections: Summary, Community Participation, Use and Development Regulations, Design Recommendations, General Plan and Coastal Act Compliance, and Implementation.

The Downtown Encinitas planning area consists of approximately 198.6 net acres located within the community of Old Encinitas (Figure 1). The planning area is bounded by the Pacific Ocean on the west, B Street on the north, Cornish Drive on the east, and K Street on the south. This specific plan area defines most of the original Encinitas community, a historic beach-oriented settlement along the northern San Diego County coastline (Figure 2).

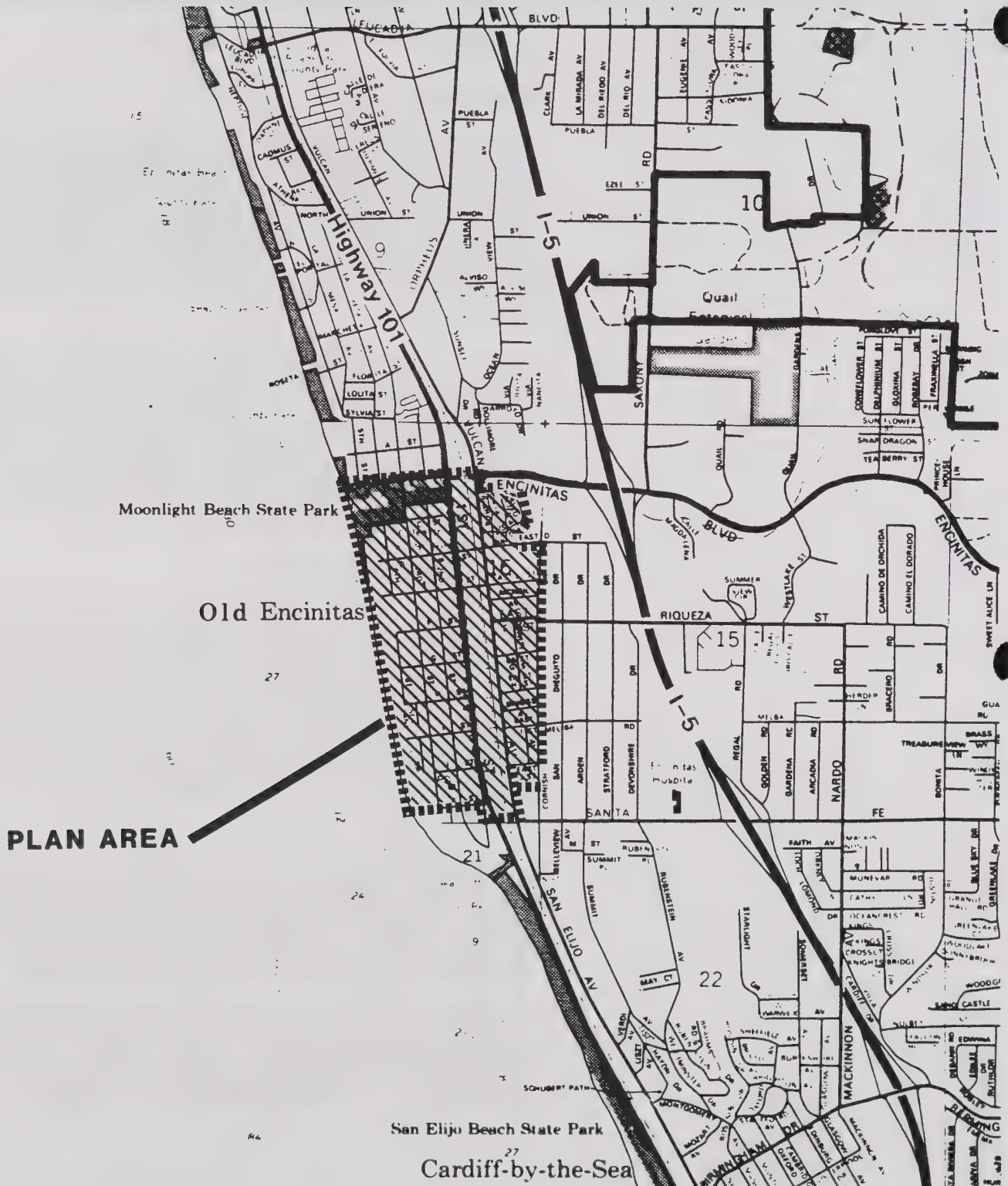
A. Planning Background

From the early 1800's until the completion of Interstate 5 in the late 1960's, Encinitas evolved into a unique beach-town community with a small town atmosphere and picturesque setting. With easy access to a major freeway, the area experienced tremendous growth that has continued to the present day. Accompanying this increase in prosperity, however, came the pressures and impacts of growth. The older, established communities of Encinitas are now experiencing transition, redevelopment and redefinition of use and community function.

In 1986, Encinitas incorporated forming five diverse and unique communities: Cardiff, Leucadia, New Encinitas, Old Encinitas, and Olivenhain. The City's General Plan was adopted in 1989, which called for the preparation and implementation of this specific plan as part of the City's long-term land-use and development strategy.

The purpose of the specific plan is to treat the unique aspects, problems, and opportunities of the Downtown Encinitas area; to maintain its identity, community character, and scale, while fostering rehabilitation and successful economic restructuring.

VICINITY MAP



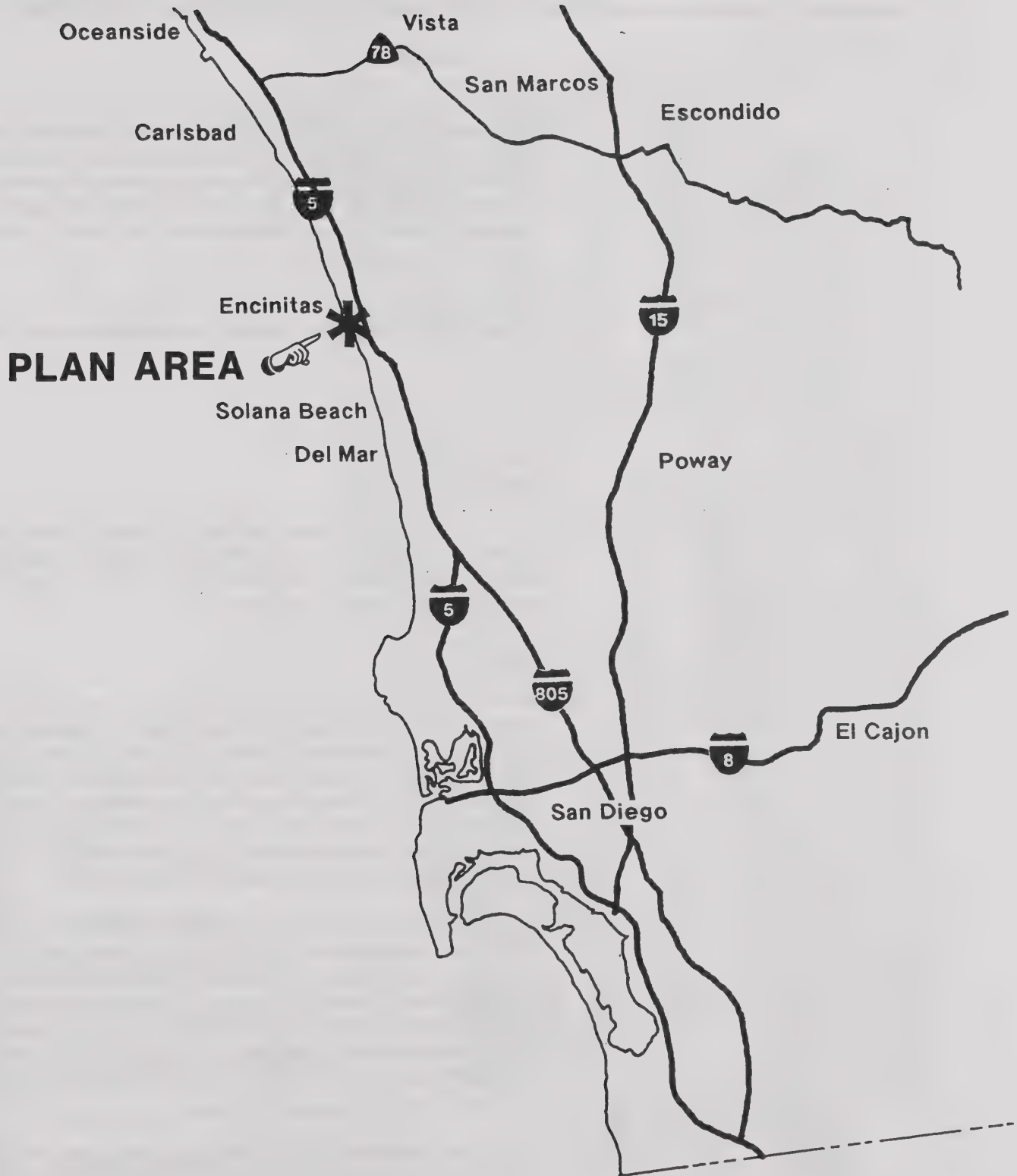
DOWNTOWN ENCINITAS SPECIFIC PLAN



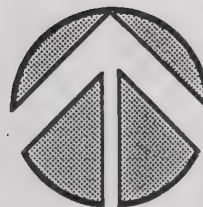
No Scale

Figure 1

REGIONAL MAP



DOWNTOWN ENCINITAS SPECIFIC PLAN



No Scale

Figure 2

B. Land Use

The primary goals of this specific plan are, to maintain the unique and desirable aspects of character of the planning area and subdistricts, while providing continued private land use and investment, public improvements, and the economic success of each commercial district. In order to achieve these goals, the specific plan applies custom-tailored use and development regulations for distinct subdistricts, as described in Section 3.2.

The following summarizes the land use differences between previous zoning, and zoning applied under this specific plan (see Tables 1 and 2).

1. Residential

Previous Conditions

Previous residential zoning within the specific plan area totaled approximately 56.5 acres, consisting of .4 acres of Residential 8, 17.6 acres of Residential 11, 28.8 acres of Residential 15, and 9.7 acres of Residential 25 as shown in Table 1.

Specific Plan

The number of acres under residential-only zones remains nearly the same as under previous zoning (see Table 2). However, the specific plan expands commercial zones in some subdistricts to include residential uses. These "mixed use" zones include residential as a secondary use in conjunction with commercial, or in some cases, allow stand-alone residential development. Certain limitations have been placed on the total amount of residential that can be developed in these zones, discussed in detail in Section 3.2.

In the First Street Corridor Subdistrict, previously zoned general commercial, residential is allowed as a secondary use in conjunction with a commercial use. The Second Street Corridor Subdistrict, also previously zoned general commercial, is expanded to allow properties to develop as commercial, residential, office professional, or a mix of commercial or office professional with residential as a secondary use. Residential, as a secondary use, also is included in the Cozen's Site Subdistrict.

Within the Residential West Subdistrict, zoning on the east side of Third Street between E and F Streets now allows property to develop as stand-alone residential, or residential as a secondary use in conjunction with office professional. The Residential East Subdistrict is modified to allow duplexes on lots of 5,000 square feet or greater.

With the addition of residential uses in the mixed use zones, the projected number of dwelling units at specific plan build-out has increased over previous zoning. Refer to Chapter 9.0, Housing for

DOWNTOWN ENCINITAS SPECIFIC PLAN

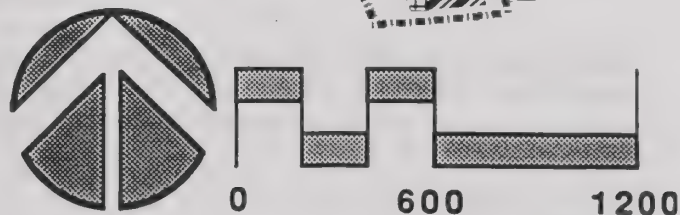


Figure 3

further discussion.

2. Commercial

Previous Conditions

Before this specific plan, a total of 42.3 acres in the specific plan area were zoned commercial. This included 39.0 acres of General Commercial, 2.5 acres of Limited-Visitor Serving Commercial, and .8 acres of Visitor-Serving Commercial as shown in Table 1.

Specific Plan

The specific plan includes a total of 37.1 acres of commercial zoning, which includes 22.3 acres of Commercial Mixed (First Street) in the First Street Corridor Subdistrict; 11.5 acres of Commercial Mixed (Second Street) in the Second Street Corridor Subdistrict; .4 acres of Visitor Serving Commercial in the Residential East Subdistrict; and 2.9 acres of Visitor Commercial Mixed in the Cozen's Site Subdistrict as shown in Table 2. Compared to previous zoning, it appears that there is a 13 percent decrease in commercially-zoned development potential within the specific plan area. 4.3 acres of this "decrease" reflects the City's administrative center, previously zoned general commercial. Moreover, custom-tailored development regulations have increased potential commercial and office floor area, as described below. The total estimated commercial floor area at "build-out", expressed in thousand square feet (TSF), has increased by approximately 33.9 TSF above previous zoning, even with the assumption that a maximum of 25 percent of gross floor area of property zoned for mixed use is devoted to residential use.

Zoning within the First Street Corridor and Second Street Corridor Subdistricts has been changed to Commercial Mixed (First Street) and Commercial Mixed (Second Street) Zones respectively, as shown in Table 2. These zones have been custom-tailored reflecting the existing development characteristics of the downtown area, which include small lots, zero front yard setbacks, and higher lot coverage. The specific plan has reduced setback, minimum lot size, landscape, and parking requirements and increased maximum lot coverage as compared to the citywide general commercial requirements. This yields more potential net square-footage of commercial uses in the plan area. Refer to Sections 3.2 and 3.3 for further discussion regarding development regulations and proposed parking requirements for these zones.

Approximately 2.5 acres that was previously zoned limited-visitor serving commercial has been changed to 2.9 acres under a Visitor Commercial Mixed Zone in the Cozen's Site Subdistrict. The additional acreage reflects the inclusion of four lots, on the east side of Third Street, under the new visitor commercial designation. The change from L-VSC to the D-VCM zone does not decrease visitor serving commercial, but expands the types of visitor serving commercial uses that could be allowed on this site.

The .4-acre Derby House parcels fronting Vulcan Avenue remain limited-visitor serving commercial, however, the zone has been expanded to allow a selected list of commercial uses.

The previous general commercial property on Vulcan Avenue between D and E Streets, known before as "Vulcan Square," represents about 4.3 acres, which has been changed to a Civic Center Zone. This is the new location of Encinitas' City Hall. Adjacent to the south, property fronting Vulcan Avenue between E Street and McNeill Avenue in the Residential East Subdistrict represents .4 acres which has been changed from general commercial to office professional. .9 acres located on Third Street, between E and F Streets in the Residential West Subdistrict as mentioned above, has been changed from general commercial to an Office Mixed Zone.

3. Office Professional

Previous Conditions

There were no previous office professional zones in the plan area.

Specific Plan

A total of 1.3 acres of office professional uses is included in this specific plan. .4-acres located between E Street and McNeill Avenue within the Residential East Subdistrict, has been changed from general commercial to an Office Professional Zone. Also, the general commercial property within the Residential West Subdistrict, located on the east side of Third Street between E and F Streets, has been changed from general commercial to an Office Mixed Zone.

4. Public/Semi-Public

Previous Conditions

Public/semi-public uses, which include a post office, fire station, library, and water district offices, make up a total of 5.4 acres.

Specific Plan

Of the public/semi-public uses, the 2.0-acre water district property and library have been rezoned to be included in the proposed Civic Center Zone as shown in Table 2. The post office and the fire station properties remain in a public/semi-public zone.

5. Ecological Resource/Open Space/Parks

Previous Conditions

A total of 13.8 acres of ecological resource/open space/park uses include Moonlight Beach Park (12.9 acres) and Mildred MacPherson Neighborhood Park (.9 acres) as shown in Table 1.

Specific Plan

The specific plan zones the parks mentioned above, Moonlight Beach Park Zone (D-MBP) and Neighborhood Park Zone (D-NP) respectively. (See Table 2). The specific plan has added parcels on the north side of B Street to the Downtown Encinitas Specific Plan area under the D-MBP Zone. This increases the total ecological resource/open space/parks acreage to 14.1 acres.

6. Rail Corridor

Previous Conditions

The rail corridor totals 18.6 acres.

Specific Plan

The railroad corridor has been established as a subdistrict and designated as a Transportation Corridor Zone (D-TC) which identifies specific uses permitted in this zone. This implements the intent of the General Plan for the transportation corridor land use designation.

Table 1

Previous Zoning

<u>Zone</u>	<u>Acres</u>
Residential 8 (R-8)	.4
Residential 11 (R-11)	17.6
Residential 15 (R-15)	28.8
Residential 25 (R-25)	9.7
Visitor-Serving Commercial (VSC)	.8
Limited Visitor-Serving Commercial (LVSC)	2.5
General Commercial (GC)	39.0
Public/Semi-Public (P/SP)	5.4
Ecological Resource/Open Space/Parks (P)	13.8
Railroad Corridor	18.6
Streets	62.0
Total Acres:	198.6

Table 2
Specific Plan Zoning

<u>Zone</u>	<u>Acres</u>
Residential 11 (D-R11)	17.5
Residential 15 (D-R15)	28.7
Residential 25 (D-R25)	9.7
Office Professional (D-OP)	.4
Visitor-Serving Commercial (D-VSC)	.4
Office Mixed (D-OM)	.9
Visitor Commercial Mixed (D-VCM)	2.9
Commercial Mixed (First Street) (D-CM-1)	22.3
Commercial Mixed (Second Street) (D-CM-2)	11.5
Public/Semi-Public (D-P/SP)	3.4
Civic Center	6.2
Moonlight Beach Park (D-MBP)	13.2
Neighborhood Park (D-NP)	.9
Transportation Corridor (D-TC)	18.6
Streets	62.0
Total Acres:	198.6

C. Development In Progress

A few projects recently completed or proposed for development may significantly affect the community, along with the continued rehabilitation of older residential and commercial areas. These major projects include:

1. Civic Center

In 1992, the City purchased this 4-acre site for the its new City Hall location. Approximately 48,000 square feet of interior space of the existing building be has been remodeled to accommodate both City and district administrative offices.

The specific plan addresses the future development potential and opportunities for this site as a civic center. Refer to Section 3.1 for further discussion and Section 3.2 for proposed use and development regulations for the civic center.

2. Mildred MacPherson Neighborhood Park

This .94-acre site located on Vulcan Avenue between East I and J Streets has recently been developed as a neighborhood park, which serves the Residential East Subdistrict. The park features a playground, a basketball court, picnic areas, and an open turf area. Refer to Section 3.2.

3. Commuter Rail Station

The regional public transportation agency for north San Diego County, North County Transit District (NCTD), is establishing rail passenger service using the existing rail right-of-way previously owned by Atchison, Topeka and Santa Fe Railway Company (AT&SF). Dubbed "commuter rail," this service is designed to provide primarily worker commuter rail service in the coastal corridor connecting Oceanside and San Diego. An Encinitas station is approved as part of this service in the Downtown Encinitas planning area as the desired location for this station.

As approved, the Encinitas transit station would be located in the rail corridor south from Encinitas Boulevard. The approved station includes a rail platform and open-air passenger facilities (north of D Street) and parking for rail customers (off of Vulcan Avenue and D Street, north of D). NCTD has also proposed a passenger bus terminal for NCTD bus routes which serve the Encinitas area (off of Vulcan Avenue, east of the rail track, between D and E Streets). This bus facility was proposed to replace a bus terminal presently located on-street on Newcastle Avenue in the Cardiff community.

The first phase of development of the transit station should provide the rail platform and passenger facilities, and parking for approximately 250 cars. Future expansion of the station is proposed to provide approximately 200 more parking spaces (currently identified to be north of Encinitas Boulevard), a second rail track to the immediate east of the existing track, and a second rail passenger platform along the new track.

Development of the Encinitas transit station has been subject to separate site plan review and approval by the City. The station's first phase underwent this review, concurrent with the formulation of this plan. Construction of the station, originally scheduled to be completed by December 1992, was postponed pending resolution of negotiations for acquisition of the rail right-of-way from Santa Fe and is targeted for 1994. The specific plan designates this corridor as a separate subdistrict and zone. Refer to Section 3.1 for further discussion and to Section 3.2 for use and development regulations.

D. Unique Site Opportunities

Through the specific plan process, several unique potential development opportunities were identified for certain properties within the plan area. The following ideas should be considered for the eventual development on these sites. These are suggestions only, and not to be enforced through design review or regulatory control by the City.

1. Coast Dispatch Property

The "Coast Dispatch property" (previously the location for offices and printing presses for this newspaper) is located on the east side of First Street just south of E Street. Because of its central Downtown location and auto access to E Street, this site could provide an opportunity to develop a public parking facility or possibly an alternative location for the transit center/bus facilities if required.

No matter what the future development of the property, the following design parameters should be considered:

- Keep an open view corridor to the Derby House, from First Street.

- Automobile access from "E" Street is available. Should direct auto access from First Street be necessary, the southerly-most existing driveway (opposite "F" Street) is encouraged to be used, to keep open views to the Derby House.

2. "Cozen's/Thornton Pacific" Property

This site, comprised of several separate properties, overlooks Moonlight Beach Park, fronts the west side of First Street, and has views to the ocean. An opportunity exists to provide an important visual anchor to the Downtown area. A potential visitor's center and chamber of commerce, or a high-quality inn or bed and breakfast establishment would capitalize on the site's strategic location. It is vital that all the properties under this subdistrict be included within one development, or be carefully phased to result in one integrated development.

Future development of this site should consider the following design parameters in addition to the use and development standards as outlined in Section 3.2.3:

- Underground parking should be expected.
- Design sensitivity to the adjacent Moonlight Beach Park.

3. Pacific View Elementary School

The Pacific View Elementary School site, located at the northwest corner of Third and F Streets, provides an opportunity to develop a future joint school and neighborhood park facility which would serve the Residential West Subdistrict as discussed in Section 3.1. The existing historic school house, which is located on the property, should be used as a publically-accessible cultural amenity for the park.

4. "Seaside Bazaar"

The "Seaside Bazaar site" is located on the east side of First Street between Moonlight Plaza and the La Paloma Theater Complex. The Bazaar is an open-air market which currently operates from this site on weekends. Due to location, an opportunity exists to interface future development of this property with the proposed transit center. The site also could be developed as a possible extension of the transit center, and provide surface or underground parking facilities. Finally, the opportunity exists to include in development an open plaza area where an open-air market may continue to operate.

In future development of the property, the following design parameters should be considered:

- Outdoor plazas, which also serve the La Paloma Theater Complex and proposed transit center, should be provided.
- Secondary ingress/egress off of First Street to the transit center may be provided.

5. La Paloma Theater

The La Paloma Theater, located on the northeast corner of First and D Streets, has been recognized as a significant historical community resource (refer to Chapter 8.0). The theater structure should be preserved, and the means found to continue the theater, as a community resource. Consideration may be given to the possible public ownership and operation of the theater as a public auditorium/theater, if feasible.

6. Transit Center Property

Consideration should be given to potential development of this property should the proposed transit center not be built. Located immediately east of the "Seaside Bazaar" site, above, this property could provide additional public parking facilities which could serve the civic center, La Paloma Theater, and the downtown commercial district. Another alternative would be to expand the private "Seaside Bazaar" site for an open plaza and location for an open-air market at this location.

7. Civic Center Site

The City's main administrative office and Council Chambers, "City Hall", was established in 1992 at the site of a former commercial shopping center on Vulcan Avenue. The existing buildings and site layout were retained and modified for the civic center use, rather than undertaking the costs and complexities of demolition and all-new construction. The resulting civic center is expected to serve well into the future. In the longer term, the opportunity exists to develop an all-new civic center at this site, should the demand for City and related agency offices, and other public facilities outstrip the current space available; and perhaps in conjunction with the expansion of the public library on Cornish Drive, which is sorely needed. The use and development standards under the D-CC zone anticipate possible future new civic center construction, and set requirements accordingly. In addition to the standards of the D-CC zone, the following should be considered for any civic center reconstruction or significant change:

- Parking should be located away from public view, or screened and landscaped treated. A small public parking lot off Cornish Drive may be appropriate in conjunction with the public library, but otherwise,

parking with any significant new construction is encouraged to be placed underground. The sloping topography of the site presents the opportunity for one or more levels of underground parking, with buildings or public open space above.

- Public pedestrian accessibility to and through the civic center complex is encouraged, to ultimately connect all uses in the civic center; a pedestrian pathway through the civic center should be considered.
- The possibility of a small open-air amphitheater as part of an ultimate civic center should be considered, subject to limits on size, location and use to protect adjacent sensitive land uses.
- The D-CC zone permits limited private commercial uses along Vulcan Avenue frontage of this site. Such uses are not required, but may be considered with future civic center reconstruction, to relate westerly to the transit station, and as a general easterly extension of the downtown commercial district along the "D" and "E" Street axes.
- Expansion of the public library and its increased physical integration with an ultimate civic center reconstruction should be considered.
- Civic center reconstruction should endeavor to take advantage of views westerly, as a public asset, from both buildings and for potential outdoor public access and assembly; but in all cases, adjacent residential uses to the north, east and south should have their views protected, through limits on building heights and setbacks within the civic center. Views onto the civic center from adjacent residential uses should emphasize good design, and avoid poorly designed or utility/rooftop views.
- For any significant civic center reconstruction in the future, the City should consider a design competition, similar to those applied to the Escondido and Oceanside civic centers, with public involvement, to foster public input and obtain the highest quality, community-driven and community reflective civic center.

8. Moonlight Beach

Moonlight Beach, as the primary recreational draw in the specific plan area, certainly presents many development and design opportunities and considerations. Most of these are to be addressed through site-specific development planning and

environmental review (Reference Chapter 3, the D-MBP zone). It is suggested here that the upper parking lot for Moonlight Beach (north of C Street, west of Third Street) be considered for one or more additional, underground levels of parking. Such added underground parking levels may multiply parking opportunities without affecting coastal views in this area. Based on future demand, should it prove feasible considering cost, construction and geology, it is suggested that underground parking be addressed.

1.2 Environmental Analysis

As required by the California Environmental Quality Act (CEQA), an environmental impact report (EIR) was prepared, and was certified by the City with the adoption of this specific plan. The EIR addresses the range of possible environmental effects resulting from the full implementation of the plan; that is, from build-out of land uses pursuant to specific plan zoning and design criteria, and from the completion of streetscape and capital facilities improvements. The EIR finds several positive impacts, including increased housing opportunities, preservation and enhancement of community character, and promotion of public safety by the completion of the street and infrastructure improvements. Negative impacts are cited, related to the increased number of dwelling units and their greater demand on already-short library and school services. The EIR is on file with the City, and may be referenced for the discussion of mitigation measures and details of environmental analysis.

2.0 COMMUNITY PARTICIPATION

The creation of the Downtown Encinitas Specific Plan was designed to be a public-participation, community-directed process. This process included the function of the Specific Plan Area Committee (SPArC), which was a Council-appointed body of citizens who lived, owned land, or had other significant interests in the planning area. The SPArC membership was selected to assure a broad and fair representation of community interests. The SPArC's function was to create a vision for the community, identify planning issues, help create goals & objectives, and to direct and review the creation of all elements of the Specific Plan.

The Committee consisted of nine members and five alternates which began meeting in October 1990 and met on a monthly basis through December 1991. Additional meetings were held on an as-needed basis until the draft specific plan was completed. Nearly 90 hours of meetings and workshops were conducted over a 20-month period which were open for public discussion and citizen input. A technical committee, made up of representatives of City departments and various outside agencies, also assisted in the process.

During this time, components of the Specific Plan were prepared by City staff, based on the discussion and direction of the SPArC. These components include a vision statement, goals and objectives, design guidelines, land use alternatives, development standards, street tree master plan, and streetscape plan. Each of these components were subsequently reviewed by the technical committee and the SPArC. The final draft of the Downtown Encinitas Specific Plan was then prepared by City staff for Planning Commission and City Council review and adoption.

2.1 Community Vision

Downtown Encinitas is the original central business district for the community and has retained most of its small-town and historic character as it evolved over the past century. Small-lot subdivisions; intensive, small-scale development and uses; and architectural diversity characterize the community. The purpose of this specific plan is to guide the evolutionary development and historic preservations of the downtown Encinitas area by providing comprehensive guidelines, standards, and implementation programs based on a community vision which fosters a spirit of community interaction and pride.

A community vision which desires:

- to maintain its small and casual beach town character while at the same time creating an environment that is rich in cultural, civic, and recreational activities;
- to create a downtown area that promotes pedestrian activity;
- to enhance the commercial corridor and encourage a balance of uses that serve both the needs of the neighborhood residents as well as the visitors to the community;

- to encourage architectural quality and creativity;
- to protect and enhance existing visual, cultural, historical, and natural resources;
- and to foster the success of the commercial districts of the Downtown Encinitas area.

2.2 Issues

Early on in the process, the Downtown Encinitas SPArC met to identify issues, problems, obstacles, assets and opportunities associated with enhancing the economic and physical development of the downtown Encinitas area. These issues have been grouped under the major categories listed below. A majority of the problems and issues identified are associated with pedestrian and vehicular circulation, where pedestrian safety, traffic flow, and parking were the main focus.

LAND USE

- Under-utilized land.
- Incompatible uses.
- Maintain eclectic architecture.
- Need visual screening and restrictions.
- Define character/image.
- Lack of public space/outdoor open space, informal, cultural activities, public markets, etc.
- Provide mixed use (residential with commercial).
- Seek evolutionary, incremental change rather than revolutionary change.
- Child care services - provide/promote.
- Commuter rail station - bus facilities impacts.
- Land use changes - multiple-family vs single family.
- Define subdistricts.

HOUSING

- Need for low income housing.
- Seismic safety.
- Preserve existing housing stock in specific plan area.

CIRCULATION

Pedestrian/Bicycle:

- Provide and enhance circulation, connect with surrounding areas.
- Being able to walk to community/neighborhood services.
- Want protected pedestrian crossings/grade separated:
 - Safer circulation for school children crossing major streets.
 - Provide sidewalks/protected pedestrian paths along Cornish to Vulcan.

- Provide adequate sidewalk widths, different districts & uses.
- Provide linkages to regional trail systems.
- Bicycle lanes - non-existent, or poorly maintained, resulting in interference of traffic flow.
- Change existing bikeway location.
- Lack of safe walkways, crosswalks.
- Lack of pedestrian-oriented integration of beach and commercial.
- Lack of Rapid Public Transportation to San Diego.

Vehicular:

- Discourage further diversion of traffic flow.
- Road improvements - standards.
- Parking needs; provide alternative solutions.
- Lack of on-street parking opportunities in residential areas where streets are unimproved.
- Rail corridor - minimize railway corridor impacts.
- Impacts of proposed bus transfer facility.
- Improve flow of traffic along Highway 101.
- Parking management.
- Impacts of truck and bus routes.
- Beach access improvements.
- Use of trolley in downtown area.
- Landscaping median.
- Inadequate road widths on primary access roads.
- Utility poles in right-of-way (ROW).
- Intersection problems.
- Unimproved, inaccessible alleys.
- Lack of enforcement; variable speed limits along single stretches of road, inadequate posting; excessive speed limits.
- Inadequate beach parking.
- Inadequate commercial parking.
- Existing parking regulations as a disincentive to development.
- Inadequate residential parking.
- RV camping on public streets and parking lots.

INFRASTRUCTURE & PUBLIC SAFETY

- Ponding of water in roads and at intersections.
- Flooding of alleys.
- Need street lighting.
- Undergrounding utility lines.
- Fire station - adequate location.
- Control groundwater recharge - recycle.
- Need timing/coordination of physical improvements.
- Bluff erosion.
- Street- end areas along bluffs pose liability problems.
- Seismic safety.
- Evaluate emergency programs.

RESOURCE MANAGEMENT

- Recycling Programs -need public trash containers to accommodate recyclable material.
- Historic Preservation Program
 - define resources
 - alternatives for preservation
- Coordinate with Main Street Program.
- View corridors/viewpoints.
- Solar access.

RECREATION

- Need more parks & open space - community serving.
- Want community events.
- Need more active recreational facilities such as a swimming pool.
- Capitalize on beaches as recreational opportunities.
- Joint use for schools/park (Pacific View, old school house).
- West street end - vista/park opportunities.

CULTURAL

- Provide a cultural center & public meeting space indoor/outdoor (amphitheater).
- Expand existing library - need for services.
- Recognize the Downtown Encinitas commercial corridor as appropriate for street performers.

DESIGN/COMMUNITY CHARACTER

- Lighting.
- Establish sense of community.
- Establish signage regulations - uniform public signage.
- Interface with SRF Specific Plan Areas and North 101 Specific Plan Area.
- Provide incentives for open-air/street commercial, sidewalk cafes, street vendors.
- Make design elements functional.
- Establish architectural design control - compatibility.
- Balance design diversity & compatibility control.
- Compliment existing design character.

LANDSCAPE

- Want more street trees.
- Need tree preservation.
- Need more landscaping.
- Need street tree maintenance program.

SOCIOECONOMIC

- Address transient loitering/drinking.

NOISE

- Noise sources - traffic & commuter rail.
- Relationship to land uses and development standards.

2.3 Goals & Objectives

The following specific plan goals and objectives were formulated based on the problems and issues identified by the SPArC and are grouped together under the same major categories.

LAND USE GOALS

- **Maintain the small scale and beachtown character of the Downtown Encinitas specific plan area.**

Objectives

- Adopt land use development regulations for the specific plan area that define height, building mass, and/or density.
- Establish architectural design guidelines that promote architectural compatibility with the existing community character and also encourage design diversity without sacrificing design quality.
- Establish road standards that maintain a semi-rural character for the eastern residential subdistrict.
- Provide for parkways in the western residential subdistrict.
- Provide for the development of a transit station in the transit corridor of the specific plan area, with care to insure that resulting traffic is safe and within acceptable levels, and that the character of the downtown area is preserved.

- **Provide outdoor public spaces for cultural and civic activities.**

Objectives

- Maintain the block between D Street and E Street, east of Vulcan Avenue for a potential civic center in the downtown area.
- Encourage plazas and/or an outdoor amphitheater as part of a permanent civic center site.

- Support a policy encouraging public events within the specific plan area.

- **Provide allowances and regulations for street vendors and performers.**

- Objective**

- Establish specific zone regulations that allow street vendors and performers to use the public right-of-way and public spaces.

- **Identify under-utilized land and propose potential land uses.**

- Objectives**

- Change the zoning of the property designated as limited visitor-serving commercial located at 112 C Street and 371 Second Street to a mixed use zone that would allow more development flexibility of the property.
 - Encourage the redevelopment of a civic center complex to include a city hall, library, and/or a small, outdoor (capacity of 100 or less) amphitheater for the block between D Street and E Street, east of Vulcan Avenue.
 - Encourage and support the continuation and vitality of the La Paloma Theater as a potential civic auditorium as well as a theater.
 - Develop vista points at potential west street ends such as F Street.
 - Develop a mini-park/vista point at the west end of J Street.
 - Develop a joint use school and park facility at the Pacific View Elementary School site.
 - Develop the east block of Moonlight Beach State Park between Third Street and First Street as a mixed use park site which includes restoration of Cottonwood Creek and potential uses such as those described in the Moonlight Beach Master Plan.

- **Identify subdistricts and consider as separate and unique areas within the specific plan area.**

Objectives

- Establish design recommendations and development standards for the following subdistricts within the specific plan area: Residential East, Haciendas de la Playa Condominiums, Railroad Right-of-Way, First Street Corridor, Second Street Corridor, Moonlight Beach State Park, Visitor Serving Commercial Site, Vulcan Square Site, and Residential West.
- Recognize the unique land use issues and development potential of the "Coast Dispatch" site within the First Street Corridor Subdistrict.

- **Provide for mixed-use land opportunities in the specific plan area.**

Objectives

- Rezone First Street to allow mixed-use development which would enable properties to develop as either commercial or a mix of primarily commercial with secondary residential uses.
- Rezone portions of Second Street to allow mixed use development which would enable properties to develop as residential, commercial, office professional, or a mix of these uses.
- Develop design guidelines and development standards that address incompatibilities between uses in mixed use zones such as conflicting hours of operation, noise, traffic, etc.

- **Enhance the streetscapes within the specific plan area.**

Objectives

- Establish a comprehensive street tree program for the specific plan area.
- Establish a comprehensive sign program for certain subdistricts within the specific plan area.
- Strengthen and promote pedestrian linkages within the plan area through comprehensive circulation planning and streetscape design.

- **Expand existing library facilities.**

- Objective**

- Redevelop the existing library site or incorporate as part of the proposed civic center site.

- **Promote more child care facilities and services.**

- Objective**

- Encourage a daycare facility in conjunction with the commuter rail station as part of Phase 2 development or the proposed civic center.

- **Maintain and encourage more neighborhood serving uses in the commercial district.**

- Objective**

- Create a balance between visitor serving uses and neighborhood serving uses by restricting visitor serving uses along Second Street.

- **Coordinate and interface with adjacent specific plan areas.**

- Objective**

- Coordinate bike facilities with existing/proposed north-south trails.

- **Provide spaces for sidewalk cafes, street vendors, and open-air commercial activities.**

- Objectives**

- Establish design and development regulations that encourage spaces for outdoor public activities.
 - Provide wider sidewalks where needed.
 - Make allowances through development regulations that encourage sidewalk cafes and limited outdoor uses.

- **Discourage architectural theme districts that dictate architectural "sameness" and stifle creativity.**

Objective

- Establish architectural design recommendations that encourage design diversity without sacrificing design quality, while also providing for architectural compatibility with the community character.

■ **Address transients and loitering issue in the downtown commercial district.**

Objectives

- Increase pedestrian activity along the commercial corridor.
- Enforce city codes and consider the use of foot and/or bike patrols along the commercial corridor.
- Provide mixed-use development in the downtown commercial district.

■ **Eliminate incompatibilities between land uses within the specific plan area.**

Objectives

- Coordinate with existing Downtown Encinitas Mainstreet Association (DEMA), the Chamber of Commerce, and other business organizations programs that provide incentives for businesses to cleanup and enhance unsightly buildings.
- Develop a specific sign program for the commercial district.
- Prohibit the permanent use of chainlink fencing, or barbed or razor wire within public view along First Street and Second Street.
- Establish design recommendations and development standards that require the screening of unsightly views and proper storage of trash within the specific plan area.
- Require that all alleys be paved and drainage problems be corrected as development occurs.
- Enhance the landscape treatment of alleys.

- Encourage businesses to have vendors make deliveries from alleys.
- Prohibit billboard signs in the specific plan area.

CIRCULATION GOALS

- **Promote a pedestrian oriented circulation system in the specific plan area.**

Objectives

- Provide more neighborhood serving uses within walking distance of the surrounding residential neighborhoods.
- Provide more street trees and street furniture in high traffic areas such as First Street.
- Minimize conflicts between pedestrians and other transportation modes, and protect the pedestrian orientation of the plan area.
- Provide more hiking/bicycle trails that link major destination points within the specific plan area as well as connect to citywide and regional trail systems.

- **Provide for safer pedestrian and bicycle circulation.**

Objectives

- Construct sidewalks in the following locations:
 - On the east side of Vulcan Avenue between Encinitas Boulevard and J Street.
 - On First Street between D Street and B Street;
 - On Third Street between D Street and B Street;
 - On both sides of Encinitas Boulevard between Vulcan Avenue and Moonlight Beach.
- Provide enhanced paving or paint crosswalks on First Street at locations of existing stop signs (i.e., G Street) and at all busy intersections.

- Provide pedestrian circulation improvements at the intersection of K Street and First Street.
 - Re-stripe all crosswalks which have been eliminated as a result of repaving.
 - Construct pedestrian crosswalks over railroad tracks at D Street and E Street.
 - Provide safer crossings for school children at major intersections and identify safe routes to school.
 - Maintain the existing bikeway along Third Street and establish additional alternate bike routes within the specific plan area.
 - Consider controlling traffic speeds along First Street.
 - Reduce excessive curb cuts through specific plan design guidelines.
- **Provide bicycle/hiking trail linkages to regional trail systems.**
- Objective
- Coordinate with North County Transit District and other cities in developing a hiking/bicycle trail along the commuter rail corridor connecting Escondido to Oceanside and Oceanside to San Diego.
- **Promote mass transit and multi-transportation systems and minimize impacts of these systems on the community.**
- Objectives
- Encourage a local motor trolley system which services the community, visitors, and the commuter rail station.
 - Encourage and coordinate with future public transportation systems that are consistent with community character.
- **Provide alternate parking solutions and parking management in the specific plan area.**

Objective

- Establish special parking strategies for the commercial subdistricts that will provide for adequate parking but still retain the character of the downtown area.

■ **Manage traffic flow along First Street.**

Objectives

- Analyze the traffic circulation patterns and intersection levels of service within the plan area relative to the following alternatives:
 - existing land uses;
 - projected land uses which result from complete buildout conditions associated with current zoning;
 - and land uses projected as a result of the adoption of the Downtown Encinitas Specific Plan and associated street improvements.
- Identify street and alley improvements that will provide efficient and safe movement of people and goods within the downtown Encinitas area.
- Maintain diagonal parking, expand as feasible.
- Consider reducing traffic speeds along First Street.

■ **Improve pedestrian access to the beach.**

Objectives

- Construct sidewalks on both sides of Encinitas Boulevard between Vulcan Avenue and Moonlight Beach.
- Provide trail linkages from Moonlight Beach to citywide and regional trail systems.

HOUSING GOALS

- **Maintain existing housing stock in specific plan area.**
- **Provide for affordable housing.**

Objectives

- Establish development regulations that allow commercial/residential mixed uses that promote live/work situations.
- Encourage senior citizen housing development in the downtown area.
- Allow existing nonconforming housing.
- Permit restricted residential uses in commercial zones.
- Apply for available grant programs and funding sources.

INFRASTRUCTURE & PUBLIC SAFETY GOALS

- **Coordinate timing and implementation of infrastructure improvements.**

Objective

- Establish a capital improvements program which coordinates the timing of capital facilities installation.

- **Establish guidelines that address coastal erosion and bluff failure.**

Objectives

- Reduce landscape irrigation by providing development standards and landscape guidelines that require xeriscape techniques.
- Prohibit further expansion of septic tanks, leach lines, and cess pools in the planning area.

RESOURCE MANAGEMENT GOALS

- **Preserve significant historic, visual, biological, and cultural resources.**

Objectives

- Consider establishing a resource preservation program that protects significant architectural and historical structures, sites, details, vistas, bluffs, beach, and wetland areas.

- Establish a street tree master plan which includes preservation of mature trees, planting additional street trees, and a regular maintenance program. Provide for diversity of species along the same street as appropriate.
 - Identify potential adaptive re-uses or restoration opportunities uses for historic structures that are either vacant or in danger of being demolished.
 - Coordinate historic preservation and restoration strategies with the existing Downtown Encinitas Mainstreet Program.
 - Establish an enhanced, "historic walk" trail through the downtown area.
- **Preserve the city beaches which are important open space and recreational resources for the entire community.**

Objective

- Establish an aggressive citywide sand restoration program to protect Moonlight Beach and other beaches within the city.
- **Encourage use of solar energy and water conservation.**

Objectives

- Encourage use of solar energy and make allowances for solar access through development regulations.
- Provide public trash containers to accommodate recyclable material.
- Encourage use of drought tolerant landscaping.

RECREATION/OPEN SPACE GOALS

- **Provide more parks, open space, and active recreational facilities.**

Objectives

- Redevelop the east block of Moonlight Beach State Park between Third Street and First Street to include restoration of Cottonwood Creek, open space, picnic areas, and trails, as well as those facilities identified in the Moonlight Beach Master Plan.

- Develop vista points at potential west street ends such as F Street.
- Develop a mini-park/vista point at the west end of J Street.
- Provide a joint use of school and park facilities at the existing Pacific View Elementary School site.
- Establish a pedestrian trail system that links recreational destination points such as parks, beach access points, and historic points of interest in the planning area to the citywide and regional trail system.
- Provide opportunities for public art such as murals, sculpture, mosaics, etc. on public and private property.
- Encourage more events and activities that bring the community together in the downtown area.

Objectives

- Promote and encourage community support for the Downtown Encinitas Mainstreet Association (DEMA), Chamber of Commerce and other business organizations.
- Provide spaces and opportunities for civic and community events.
- Encourage an outdoor market featuring agricultural and floral products in order to foster community heritage.

NOISE GOALS

- Reduce nuisance noise levels within the specific plan area.

3.0 USE AND DEVELOPMENT REGULATIONS

3.1 SUBDISTRICTS

The Specific Plan area has been defined in terms of several separate subdistricts, which are described below. Each subdistrict has been recognized as a special subarea which is addressed uniquely--each with its own design guidelines and development standards. Within each subdistrict, zoning regulations unique to its needs and circumstances have been devised, and may differ from the current "citywide" zoning regulations as required.

A. Haciendas de la Playa Condominiums Subdistrict

The approximate 7.3-acre property was developed in 1985, prior to the City's incorporation, as a condominium development with a total build-out of 99 units. No changes are proposed to this subdistrict. The development standards pursuant to the R-15 Zone, Section 30.16.010 of Title 30 of the Encinitas Municipal Code shall apply (refer to Figure 4).

B. Residential East Subdistrict

The residential east subdistrict is defined as all parcels east of Vulcan Avenue and west of Cornish Avenue, south of E Street to the southern specific plan area boundary as shown in Figure 4.

Although physically separated from the commercial center by the railroad tracks, the residential east subdistrict provides a primarily residential neighborhood visually tied into the fabric of the Downtown Encinitas community. The overall land use goal for this subdistrict is to maintain its beach-town, small-lot, informal "semi-rural" character. Existing land uses consist of a mix of approximately fifty percent single-family and fifty percent duplex residential, two office professional parcels, four limited visitor-serving commercial parcels, and a park site.

The previous residential zoning, Residential 11, is changed to D-R11 in order to allow future duplexes to be constructed on lots of 5,000 square feet or greater, which is consistent with the existing subdistrict character. Special road standards for this subdistrict are addressed under the Circulation Plan, Section 5.2.2.B.

The previous general commercial (GC Zone) properties on Vulcan Avenue, between E Street and McNeill Avenue, are changed to Office Professional (D-OP) (Figure 5), which is considered a more appropriate zone for these properties and recognizes their substantial existing development. Because of the historic significance of the Derby House, the specific plan maintains the limited visitor-serving commercial zoning (D-LVSC), and expands the types of uses allowed to include office professional type uses that would be compatible

with the rehabilitation of this historic structure, rather than limiting it to a hotel or motel only. The intent of the specific plan is to encourage the development of all four parcels between McNeill Avenue and F Street as part of the historic rehabilitation and restoration of the Derby House.

Mildred MacPherson Park located on Vulcan Avenue between I and J Streets, is zoned Neighborhood Park (D-NP) in order to distinguish this site, from other open space/park sites within the specific plan area.

Property within this subdistrict which requires special design guidelines, land use or historic consideration such as the Derby House site is discussed in Section 4.5.9 and Chapter 8.0 of this specific plan.

C. Residential West Subdistrict

The subdistrict is defined as all parcels fronting and west of Third Street to the ocean, south of C Street to the southern specific plan area boundary.

The Residential west subdistrict is a primary residential neighborhood, visually, functionally and historically linked together with the Downtown commercial core. It presents many traditional community beach design elements, including alleys for auto access, small lots and small-scale structures, plus formal streets. It also incorporates important community institutions, churches, and the community's elementary school; and links the coastal highway to several street-end beach view points.

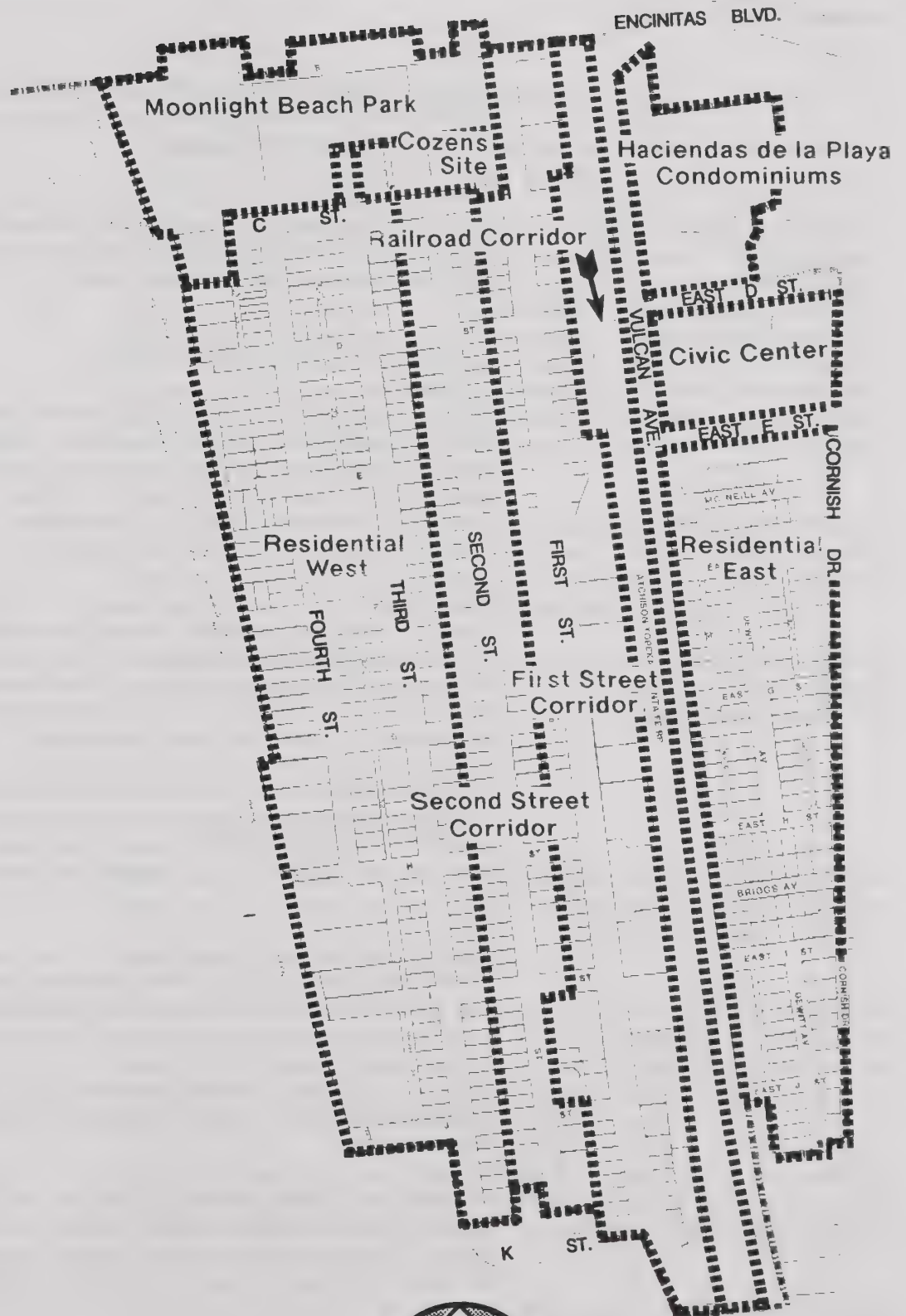
Like the Residential East Subdistrict, this subdistrict consists of a mixture of residential uses which include single-family, duplex, and multi-family residential units. However, other existing uses such as public/semi-public, commercial, and office professional exist intermittently along Third Street as shown in Figure 3. Again, the main goal is to maintain the small scale and beach-town character of the specific plan area.

The previous zoning in this subdistrict included Residential 15 (now D-R15) north of H Street; Residential 25 (now D-R25) south of H Street; Public/Semi-Public, at the Pacific View Elementary School site on the southwest corner of Third and E Streets; and General Commercial (GC) which includes the parcels fronting the east side of Third Street between E and F Streets, directly across from the elementary school, as shown in Figure 3 (page 1 ■ 5).

Both the D-R15 (for lots of 5,000 square feet or greater) and D-R25 zones permit duplexes and are limited to two stories in height for new development.

The existing school site is planned to remain, and is subject to the development standards per Section 30.20.010 of Title 30 of the Encinitas Municipal Code. However, the existing parcels fronting the east side of Third Street between E and F Streets, are changed from General Commercial (GC) to a mixed use zone (D-OM) which allows properties to develop as office

SUBDISTRICTS



DOWNTOWN ENCINITAS SPECIFIC PLAN

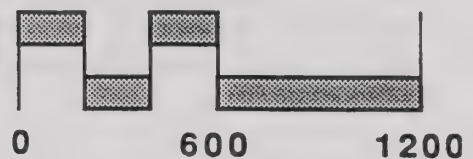
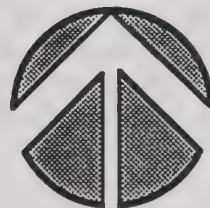


Figure 4

professional, high-density residential, or a mixture of both types of uses. This designation is more compatible immediately adjacent to the elementary school and surrounding residential uses.

Properties within this subdistrict which require special design guidelines, historic, or land use consideration such as the "Boat Houses" and the old school house/Pacific View Elementary School site are discussed in Section 4.5.9 and Chapter 8.0 of the specific plan.

D. First Street Corridor Subdistrict

The subdistrict is defined as all parcels fronting First Street south of Encinitas Boulevard and north of K Street excluding those shown in Figure 4. The Limited Visitor-Serving Commercial site is subject to the development standards established for that subdistrict (see the Limited Visitor-Serving Commercial Subdistrict). The Moonlight Beach site is subject to the development standards per Chapter 30.32 of Title 30 of the Encinitas Municipal Code.

The First Street Corridor subdistrict focuses on what also is referred to as "Main Street"; in fact, First Street and Second Street together comprise the project area of a *Main Street* demonstration project by the State of California. First Street is the focus of greatest activity for the Downtown community, providing commercial services for both the surrounding neighborhoods and for recreational visitors to the beach community. First Street itself is also the continuation of Coastal Highway 101, also known as Pacific Coast Highway. A majority of Downtown Encinitas' retail and visitor-serving commercial uses exist along this corridor as well as some mixed uses which include residential units together with primary office or commercial uses. First Street is typified by small commercial lots and pedestrian-scale buildings relating directly to the street.

The goals for the First Street Corridor include preserving and enhancing the unique "main street" character of the Downtown area, providing for mixed uses, and developing specific development standards that address the unique development character and constraints of the corridor.

The previous zoning of general commercial (GC) is replaced with a mixed use zone (D-CM-1). Refer to Section 4.5, for specific design guidelines for the First Street Corridor.

Properties within this subdistrict which require specific design guidelines, historic, and land use consideration such as the "Coast Dispatch" site, the La Paloma Theater complex, and the proposed commuter rail station site are discussed in Section 4.5.9 and Chapter 8.0 of this specific plan.

E. Second Street Corridor Subdistrict

The subdistrict is defined as all parcels fronting Second Street south of C Street to the southern specific plan area boundary.

While part of the *Main Street* project area, also with small lots and intimate-scale buildings, the Second Street Corridor subdistrict has a distinctly different character than First Street. Second Street does not support the heavy through-traffic found on First Street, and the character is of less-intense activity. A variety of uses exist along this subdistrict corridor which include single-family and multi-family residential, general commercial, public/semi-public, several churches, heavy commercial, and office professional. Most of the businesses along Second Street are basic or neighborhood serving rather than visitor serving. Basic businesses are those that serve other businesses or have a business that targets a regional market.

Because of the distinctive "neighborhood" character along Second Street, the overall goal is to maintain the neighborhood or local commercial uses, encourage mixed uses along the corridor, and develop specific development standards that address a mixed development pattern along the corridor.

The previous zoning of general commercial (GC), except for the public/semi-public uses (fire station and post office) in this subdistrict, is replaced by a mixed use zone (D-CM-2). Refer to Section 4.5, for specific design guidelines for the Second Street Corridor.

F. Cozen's Site Subdistrict

The properties located just south of Moonlight State Beach Park between First Street and Third Street, will serve as an important visual and physical anchor for the Downtown area (see Figure 4). These properties are designated limited visitor-serving commercial by the General Plan.

Four residential properties directly to the west that front Third Street have been included in this subdistrict, which enhances the development potential for limited visitor serving commercial by providing direct beach access to Moonlight Beach. Potential site restrictions include limited access from Highway 101 (First Street), and moderate beach character.

The specific plan proposal for this subdistrict includes a mixed use zone (D-VCM) which allows visitor-serving commercial (including hotel or inn), office (business and professional), multi-family residential (18 dwelling units per acre) uses, or a combination of these uses.

The development standards have been tailored for this subdistrict because of its relationship to the Downtown area and Moonlight Beach Park. The goal was to create development standards that would consider the unique site location and relationship as a potential physical and visual anchor for the

Downtown area. The standards encourage a greater floor area ratio, greater building mass and underground parking. Refer to Section 4.5.9, for specific design guidelines for the Cozen's Site property.

G. Civic Center Subdistrict

The Vulcan Square subdistrict includes the block bounded by D Street, Vulcan Avenue, E Street, and Cornish Avenue. Previous existing uses have included general commercial lease space, a county public library, and the San Dieguito Water District Offices.

The old commercial shopping center fronting Vulcan Avenue has been acquired and remodeled as Encinitas City Hall. Ultimate integration may include the incorporation of the library and the San Dieguito Water Authority facilities in a completely rebuilt civic complex. The proximity of the property to the Downtown commercial area, surrounding residential, and proposed transit center requires specific design guidelines and development standards in order to minimize impacts to the surrounding area and to capitalize on the site's location and view potentials. The specific plan also is proposing that neighborhood commercial uses, incorporated as part of the civic center design, be allowed along the immediate Vulcan Avenue street frontage, which would be consistent with the proposed transit center across Vulcan Avenue.

The previous zoning of general commercial (GC) for the western half of the block and the public/semi-public (P/SP) for eastern half of the block are replaced by civic center (D-CC). Refer to Section 4.5.9, for specific design recommendations for the Civic Center Subdistrict.

H. Other Subdistricts

1. Moonlight Beach Park Subdistrict

The objective for this subdistrict is to eventually implement a Moonlight Beach Master Plan. A concept plan to date includes both active and passive recreational uses. The concept plan features picnic and viewing areas; volleyball courts; a tennis court; a basketball court; tot lot; fire rings; restrooms, concession and maintenance building; Cottonwood Creek riparian zone and native planting; walkways; and approximately 231 parking spaces. Cottonwood Creek is a registered Point of Historical Interest by the State Historical Resources Commission and is eligible for local landmark designation as discussed in Chapter 8.0.

The subdistrict has been given a new zoning designation of Moonlight Beach Park (D-MBP) in order to distinguish the site from other open space/parks within the specific plan area. Also, refer to Section 3.2. for zone-specific development standards.

Subdistricts

The specific plan adds a few parcels, which are on the north side of B Street and are included in the Moonlight Beach Master Plan, to the Downtown Encinitas Specific Plan Moonlight Beach subdistrict and D-MBP Zone. These parcels in the past were zoned residential, as part of the residential neighborhood north of B Street; but these parcels have always been part of the State-owned Moonlight Beach lands, and it is intended that they be part of Moonlight Beach's full development. (see Appendix D).

2. Railroad Corridor Subdistrict

The subdistrict is defined as all property within the railroad right-of-including properties owned by the Atchison, Topeka, and Santa Fe Railroad Company or by the North San Diego County Transit District.

The railroad corridor has been recognized as an area that requires its own zoning designation in order to ensure that the transportation corridor is preserved primarily for public transportation. The subdistrict also allows accessory uses within the corridor such as recreational trails, parking, passive parks, etc. as long as these uses do not encumber the public transportation uses. These uses are listed under the proposed Transportation Corridor zone (D-TC).

3.2 DEVELOPMENT STANDARDS

A. General Provisions

The general provisions of Chapter 30.01 of Title 30 of the Encinitas Municipal Code shall apply.

B. Definitions

The definitions of Chapter 30.04 of Title 30 of the Encinitas Municipal Code shall apply.

C. Subdistricts and Zones

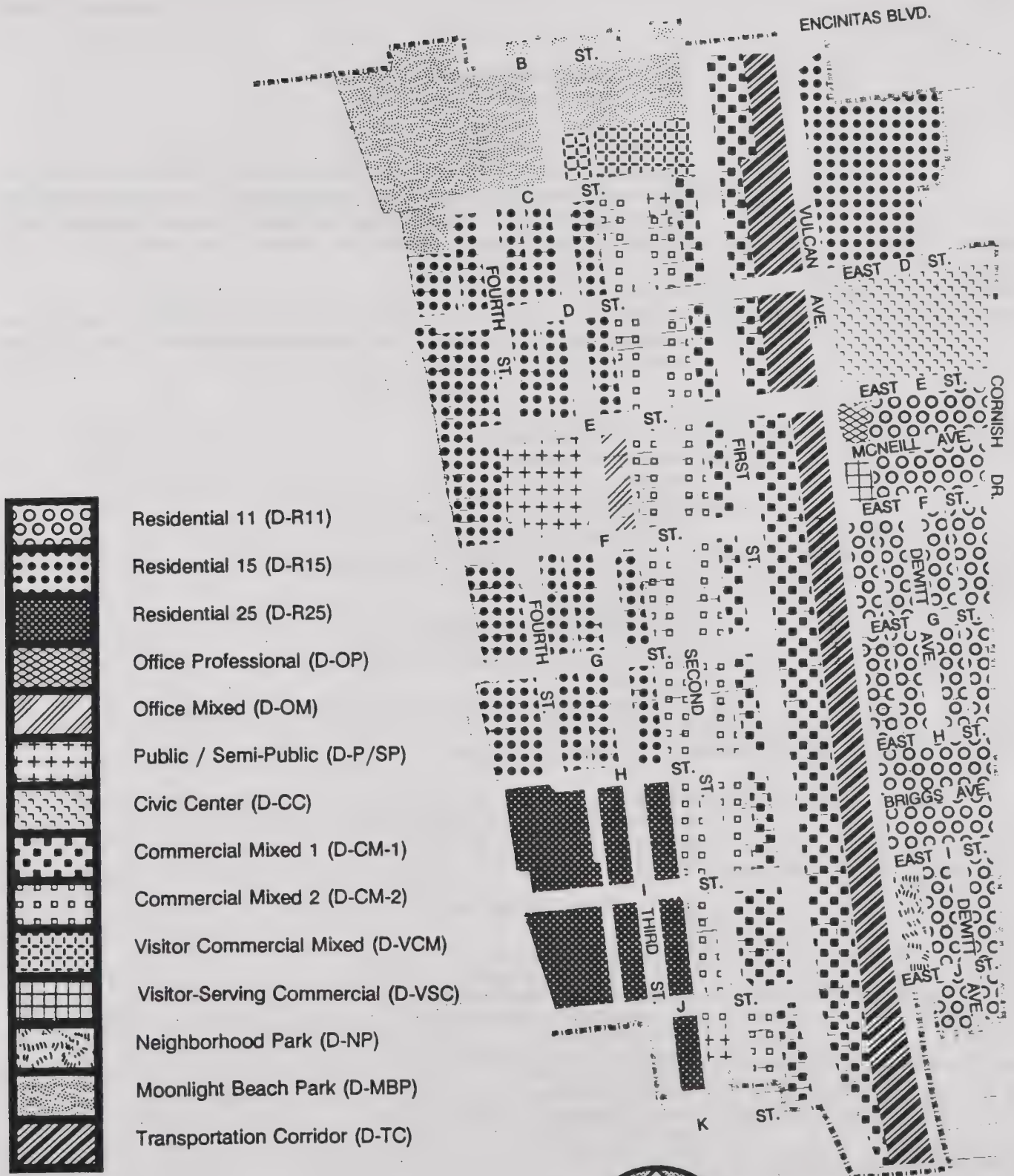
Distinct subdistricts were created through the specific plan process, each with its own special development standards. Zones are contained in each subdistrict, and use allowances and development standards are provided for each zone. The following provides a listing of each subdistrict and each zone within each subdistrict.

<u>Subdistrict</u>	<u>Zone*</u>
Haciendas de la Playa Condominiums	D-R15
Residential East	D-R11 D-VSC D-OP D-NP
Residential West	D-R15 D-R25 D-OM D-P/SP
First Street Corridor	D-CM-1
Second Street Corridor	D-CM-2 D-P/SP
Cozen's Site	D-VCM
Civic Center	D-CC
Railroad Corridor	D-TC
Moonlight Beach Park	D-MBP

*A "D" precedes the zone code designations in order to distinguish properties within the Downtown Encinitas Specific Plan area.

D. Zones and Development Standards

- a. In order to classify, designate, regulate and restrict the uses of land, buildings, and other structures to achieve the purposes of this Specific Plan and of the General Plan of the City of Encinitas, the zones and development standards described in the tables below were established. The development standards are minimum unless otherwise stated.
- b. The following development standards shall apply: Title 30 of the Encinitas Municipal Code standards shall apply when referenced. If there is a conflict between the development standards of this Section and Title 30 of the Encinitas Municipal Code, the development standards of this Section supersede.
- c. In the event a proposed use is not specifically listed as allowed under a zone, but is similar in character to a use which is listed, a determination of allowable use per Municipal Code Section 30.01.030 may be applied for.



DOWNTOWN ENCINITAS SPECIFIC PLAN

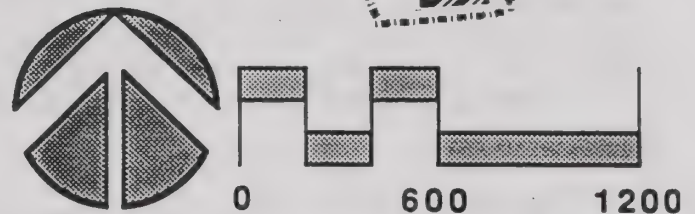


Figure 5

3.2.1 Residential Zones

A. Zone: Residential 11 (D-R11)

This zone is intended to provide for of residential development ranging from single-family detached units to duplex development. The overall density yield from development in the specific plan area under this zone is expected to be 11 units per acre, however, on qualifying individual lots, duplex use is allowed on lots as small as 5,000 sq. ft.

The following principal uses shall be permitted in the D-R11 Zone and are identified as either a permitted, minor use permit or major use permit. All other principal uses are prohibited.

1. Permitted Uses:

Dwelling Unit, One-Family
Dwelling Unit, Two-Family¹
Educational Institution, Public
Family Care Home (6 or fewer persons, accessory
to a single family dwelling only)
Family Day Care Home, Small or Large, (accessory
to a single family dwelling only)
Home Occupations
Mobile Home (individual dwelling unit)
Rest Home, Convalescent Home (6 or less)
Schools, Public: (Elementary, Jr. High, High School)

¹ Duplex is a permitted use on lot of 5,000 S.F. gross or greater.

2. Minor Use Permits:

Bed and Breakfast
Day Care Center (more than 6 children/clients)
Fire Station
Horticultural Services

3. Major Use Permits:

Cellular Facility (Ord. 91-03)
Childrens' Homes (Orphanage)
Church/Temple/Religious Institution
Congregate Care Facility (7 or more)
Congregate Housing
Convalescent Home (7 or more)
Convent and Monastery
Educational Institution, Private
Electrical Distribution Substation
Group Care (7 or more)
Hospital, Convalescent
Library
Mobile Home Park
Parks and Recreational Areas
Recreational Facilities Public

Rest Home (7 or more)
Schools, Private: (Elementary, Jr. High, High School)

4. Development Standards:

a. Net Lot Area: 5,000 net square feet minimum

b. Off Street Parking: For development sites with alley access, off-street parking and vehicular access shall be directly from the alley. All other parking standards and requirements pursuant to Chapter 30.54 of Title 30 of the Encinitas Municipal Code.

c. Landscaping:

1. Refer to Section 4.8, Landscape Guidelines for all new and rehabilitated landscape projects.

2. Additional Landscape Requirements

i. All new and rehabilitated landscaping projects that require a permit shall comply with the City's Water Efficient Landscape Ordinance (92-40) except for the following:

Exemptions

- (1) Homeowner-provided landscaping at single-family and multi-family projects.
- (2) Registered historical sites.
- (3) Ecological restoration projects that do not require a permanent irrigation system.
- (4) Any project with a landscaped area less than 1,000 square feet.

ii. Street trees shall be provided per the Street Tree Master Plan, see Chapter 7.0.

iii. All trees in paved areas shall be provided with "deep root" barriers and a 4' diameter tree well with automatic irrigation and metal grates.

iv. Soils testing for plant suitability is recommended on each site, with the resulting laboratory recommendations to be followed in terms of soil amendment specifications in landscape plans.

3. Installation and Maintenance

All required landscaping shall be properly installed, irrigated, inspected and permanently maintained prior to use inauguration or the issuance of a Certificate of Occupancy, whichever first occurs. The landscaping and irrigation shall be inspected as stated in the procedures and policy for landscaping and irrigation.

Maintenance of approved landscaping shall consist of regular watering, mowing, pruning, fertilizing, clearing of debris and weeds, the removal and replacement of dead plants, and the repair and replacement of irrigation systems and integrated architectural features.

d. Noise Mitigation: Properties which front on Vulcan Avenue or are adjacent to the railroad right-of-way may be subject to noise impacts from rail and transit operations. Proposed new development on such properties for noise-sensitive uses as determined under the Noise Element of the Encinitas General Plan, including residential, shall provide an analysis by an acoustical engineer to demonstrate compliance with the maximum interior noise average of LDN 45dB.

e. All other development standards pursuant to Section 30.16.010, R-11 Zone of Title 30 of the Encinitas Municipal Code shall apply.

5. Sign Regulations: The mandatory signage standards, and review and approval procedures under Chapter 30.60 of the Encinitas Municipal Code shall apply to signs under the D-R11 Zone.

6. Design Recommendations: In the D-R11 zone, applicable Specific Plan Design Recommendations shall be considered in addition to the development standards of this section. The development standards shall take precedence if a conflict exists between a development standard and a design recommendation.

B. Zone: Residential 15 (D-R15)

This zone is intended to provide for residential development, including single-family units (attached and detached), duplex units, apartment development and senior housing, with a maximum density of 15 units per acre.

The following principal uses shall be permitted in the D-R15 Zone and are identified as either a permitted, minor use permit or major use permit. All other principal uses are prohibited.

1. Permitted Uses:

Dwelling Unit, One-Family
Dwelling Unit, Two-Family¹
Dwelling Unit, Three-Family
Dwelling Unit, Multiple Family
Educational Institution, Public
Family Care Home (6 or fewer persons, accessory
to a single family dwelling only)

¹ Duplex is a permitted use on lot of 5,000 S.F. gross or greater.

Family Day Care Home, Small or Large, (accessory
to a single family dwelling only)
Home Occupations
Mobile Home (individual dwelling unit)
Rest Home, Convalescent Home (6 or less)
Schools, Public: (Elementary, Jr. High, High School)

2. Minor Use Permits:

Bed and Breakfast
Day Care Center (more than 6 children/clients)
Fire Station
Horticultural Services

3. Major Use Permits:

Athletic Field
Cellular Facility (Ord. 91-03)
Cemetery
Childrens' Homes (Orphanage)
Church/Temple/Religious Institution
Congregate Care Facility (7 or more)
Congregate Housing
Convalescent Home (7 or more)
Convent and Monastery
Educational Institution, Private
Electrical Distribution Substation
Group Care (7 or more)
Hospital, Convalescent
Library
Mobile Home Park
Parks and Recreational Areas
Recreational Facilities Public
Rest Home (7 or more)
Schools, Private: (Elementary, Jr. High, High School)

4. Development Standards: The following development standards apply to development sites of 10,000 sq. ft. in area or less. For sites greater than 10,000 sq. ft. in area, the regulations of Chapters 30.16 and 30.54 of the Encinitas Municipal Code for the R-15 Zone shall apply.

a. Net Lot Area: 5,000 net square feet minimum.

- b. Lot Width: 50 feet
- c. Lot Depth: 100 feet
- d. Front Yard Setback 15 feet
- e. Side Yard Setback
for each interior side: 5 feet
- f. Street Side Yard
Setback: 5 feet
- g. Rear Yard Setback: 10 feet¹
- h. Lot Coverage
maximum percentage: 50 percent²
- i. Building Height Maximum: Per Section 30.16.010B7, Title 30 of the
Encinitas Municipal Code
- j. Off Street Parking: For development sites with alley access, off-street
parking and vehicular access shall be directly from the
alley. All other parking standards and requirements
per Chapter 30.54 of Title 30 of the Encinitas
Municipal Code.

¹Garages and carports may come as close as 5 ft. to the rear property line off an alley, provided that parking accesses directly from the alley and minimum back-out area is maintained.

²Lot coverage may increase up to a maximum of 60%, as approved through design review in recognition of superior design, as determined by the design review authority.

k. Landscaping:

- 1. Refer to Section 4.8, Landscape Guidelines for all new and
rehabilitated landscape projects.
- 2. Additional Landscape Requirements
 - i. All new and rehabilitated landscaping projects that
require a permit shall comply with the City's Water
Efficient Landscape Ordinance (92-40) except for the
following:

Exemptions

- (1) Homeowner-provided landscaping at
single-family and multi-family projects.

- (2) Registered historical sites.
 - (3) Ecological restoration projects that do not require a permanent irrigation system.
 - (4) Any project with a landscaped area less than 1,000 square feet.
- ii. Street trees shall be provided per the Street Tree Master Plan, see Chapter 7.0.
 - iii. All trees in paved areas shall be provided with "deep root" barriers and a 4' diameter tree well with automatic irrigation and metal grates.
 - iv. Soils testing for plant suitability is recommended on each site, with the resulting laboratory recommendations to be followed in terms of soil amendment specifications in landscape plans.

3. Installation and Maintenance

All required landscaping shall be properly installed, irrigated, inspected and permanently maintained prior to use inauguration or the issuance of a Certificate of Occupancy, whichever first occurs. The landscaping and irrigation shall be inspected as stated in the procedures and policy for landscaping and irrigation.

Maintenance of approved landscaping shall consist of regular watering, mowing, pruning, fertilizing, clearing of debris and weeds, the removal and replacement of dead plants, and the repair and replacement of irrigation systems and integrated architectural features.

1. Noise Mitigation: Properties which front on Vulcan Avenue or are adjacent to the railroad right-of-way may be subject to noise impacts from rail and transit operations. Proposed new development on such properties for noise-sensitive uses as determined under the Noise Element of the Encinitas General Plan, including residential, shall provide an analysis by an acoustical engineer to demonstrate compliance with the maximum interior noise average of LDN 45dB.

m. All other development standards pursuant to Section 30.16.010, R-15 Zone of Title 30 of the Encinitas Municipal Code shall apply.

5. Sign Regulations: The mandatory signage standards, and review and approval procedures under Chapter 30.60 of the Encinitas Municipal Code shall apply to signs under the D-R15 Zone.

6. **Design Recommendations:** In the D-R15 Zone, applicable Specific Plan Design Recommendations shall be considered in addition to the development standards in this section. The development standards shall take precedence if a conflict exists between a development standard and a design recommendation.

C. Zone: Residential 25 (D-R25)

This zone is intended to provide for compatible high density multiple-family residential development including apartments, condominiums, and senior housing, with a maximum density of 25 units per net acre.

The following principal uses shall be permitted in the D-R25 Zone and are identified as either a permitted, minor use permit or major use permit. All other principal uses are prohibited.

1. Permitted Uses:

Dwelling Unit, One-Family
Dwelling Unit, Two-Family
Dwelling Unit, Three-Family
Dwelling Unit, Multiple Family
Educational Institution, Public
Family Care Home (6 or fewer persons, accessory to a single family dwelling only)
Family Day Care Home, Small or Large, (accessory to a single family dwelling only)
Home Occupations
Mobile Home (individual dwelling unit)
Rest Home, Convalescent Home (6 or less)
Schools, Public: (Elementary, Jr. High, High School)

2. Minor Use Permits:

Bed and Breakfast
Day Care Center (more than 6 children/clients)
Fire Station
Horticultural Services

3. Major Use Permits:

Athletic Field
Cellular Facility (Ord. 91-03)
Cemetery
Childrens' Homes (Orphanage)
Church/Temple/Religious Institution
Congregate Care Facility (7 or more)
Congregate Housing
Convalescent Home (7 or more)
Convent and Monastery
Educational Institution, Private
Electrical Distribution Substation
Group Care (7 or more)

Hospital, Convalescent
Library
Mobile Home Park
Parks and Recreational Areas
Recreational Facilities Public
Rest Home (7 or more)
Schools, Private: (Elementary, Jr. High, High School)

4. Development Standards:

- a. Net Lot Area: 5,000 net square feet minimum.
- b. Lot Width: 50 feet
- c. Lot Depth: 100 feet
- d. Front Yard Setback: 15 feet
- e. Side Yard Setback
for each interior side: 5 feet
- f. Street Side Yard
Setback: 5 feet
- g. Rear Yard Setback: 10 feet¹
- h. Lot Coverage
maximum percentage: 50 percent²
- i. Building Height Maximum: Per Section 30.16.010B7, Title 30 of the Encinitas Municipal Code
- j. Off Street Parking: For development sites with alley access, off-street parking and vehicular access shall be directly from the alley. All other parking standards and requirements per Chapter 30.54 of Title 30 of the Encinitas Municipal Code.

¹Garages and carports may come as close as 5 ft. to the rear property line off an alley, provided that parking accesses directly from the alley and minimum back-out area is maintained.

²Lot coverage may increase up to a maximum of 60%, as approved through design review in recognition of superior design, as determined by the design review authority.

k. Landscaping:

- 1. Refer to Section 4.8, Landscape Guidelines for all new and rehabilitated landscape projects.

2. Additional Landscape Requirements

- i. All new and rehabilitated landscaping projects that require a permit shall comply with the City's Water Efficient Landscape Ordinance (92-40) except for the following:

Exemptions

- (1) Homeowner-provided landscaping at single-family and multi-family projects.
 - (2) Registered historical sites.
 - (3) Ecological restoration projects that do not require a permanent irrigation system.
 - (4) Any project with a landscaped area less than 1,000 square feet.
- ii. Street trees shall be provided per the Street Tree Master Plan, see Chapter 7.0.
 - iii. All trees in paved areas shall be provided with "deep root" barriers and a 4' diameter tree well with automatic irrigation and metal grates.
 - iv. Soils testing for plant suitability is recommended on each site, with the resulting laboratory recommendations to be followed in terms of soil amendment specifications in landscape plans.

3. Installation and Maintenance

All required landscaping shall be properly installed, irrigated, inspected and permanently maintained prior to use inauguration or the issuance of a Certificate of Occupancy, whichever first occurs. The landscaping and irrigation shall be inspected as stated in the procedures and policy for landscaping and irrigation.

Maintenance of approved landscaping shall consist of regular watering, mowing, pruning, fertilizing, clearing of debris and weeds, the removal and replacement of dead plants, and the repair and replacement of irrigation systems and integrated architectural features.

- I. All other development standards pursuant to Section 30.16.010, R-25 Zone of Title 30 of the Encinitas Municipal Code shall apply.

Residential 25 (D-R25)

5. **Sign Regulations:** The mandatory signage standards, and review and approval procedures under Chapter 30.60 of the Encinitas Municipal Code shall apply to signs under the D-R15 Zone.
6. **Design Recommendations:** In the D-R25 Zone, applicable Specific Plan Design Recommendations shall be considered addition to the development standards in this section. The development standards shall take precedent if a conflict exists between a development standard and a design recommendation .

3.2.2 Commercial Zones

A. Zone: Office Professional (D-OP)

This zone is intended to provide primarily for the development of professional and administrative offices, with some accessory retail and service uses.

The following principal uses shall be permitted in the D-OP Zone and are identified as either a permitted, minor use permit or major use permit. All other principal uses are prohibited.

1. Permitted Uses:

Art Gallery
Bank/Savings and Loan
Barber and Beauty Shop (Cosmetologist)¹
Blueprinting and Photostating
Conservatory of Music
Cosmetic Design Studio
Day Care Center
Dental Clinic
Educational Institution, Public
Educational Institution, private
Employment Agency
Finance Company
Fire Station
Florist Shop¹
Hair Salon (Ord. 91-03)¹
Interior Decorating Service
Laboratories (medical, dental)
Newsstand²
Medical/Dental Clinic
Medical/Dental Office
Office (Business and Professional)
Optical Products Sales
Orthopedic Devices Sales
Parcel Delivery Service
Parks and Recreational Areas
Photocopy Shop
Photographic Studio
Post Office
Postal Annex, Private Ownership
Printing
Public Utilities: Office
Real Estate Office
Reducing Salon
Schools, Private: (Elementary, Jr. High, High School)
Schools, Public: (Elementary, Jr. High, High School)
Stone (Precious) Manufacturing
Telephone Answering Service

¹Permitted as ancillary use when in conjunction with an office/professional complex, as defined in Title 30 of the Encinitas Municipal Code.

²Not related to sidewalk newsracks

2. Minor Use Permits:

Museum

3. Major Use Permits:

Bakery (Retail)
Cellular Facility (Ord. 91-03)
Church/Temple/Religious Institution
Club, Private
Congregate Care Facility (7 or more)
Convalescent Home (7 or more)
Dance Studio
Group Care (7 or more)
Hospital
Hospital, Convalescent
Hospital, Nursing
Library
Radio/Television Broadcasting Studio
Radio/Television Transmitter
Recording Studio
Recreational Facilities Private
Recreational Facilities Public
Rest Home (7 or more)
Rest Home, Convalescent Home (6 or less)
Veterinarian

4. Development Standards:

- | | |
|---|---|
| a. Net Lot Area: | 5,000 net square feet min. |
| b. Lot Width: | 50 feet |
| c. Lot Depth: | 100 feet |
| d. Vulcan Avenue Setback: | 0 feet |
| e. Side Yard Setback
for each interior side: | 10 feet |
| f. "E" St., McNeill Avenue
Setbacks: | 20 feet |
| g. Rear Yard Setback: | 10 feet |
| h. Lot Coverage
maximum percentage: | 90 percent |
| i. Building Height Maximum: | 30 feet or two stories, whichever is less
(See Section 30.20.010C6, Title 30 of the
Encinitas Municipal Code) |
| j. Floor/Area Ratio maximum: | .65 |

k. Off-Street Parking:

Off-street parking facilities shall be designed so that a car within a parking facility will not have to enter a street to move from one location to another within the same parking facility. For additional requirements, see Chapter 30.54 of Title 30 of the Encinitas Municipal Code

l. Landscaping:

1. 15 percent¹ (See Section 4.8, Landscape Guidelines)

2. Additional Landscape Requirements

i. All new and rehabilitated landscaping projects that require a permit shall comply with the City's Water Efficient Landscape Ordinance (92-40) except for the following:

Exemptions

- (1) Homeowner-provided landscaping at single-family and multi-family projects.
- (2) Registered historical sites.
- (3) Ecological restoration projects that do not require a permanent irrigation system.
- (4) Any project with a landscaped area less than 1,000 square feet.

ii. Street trees shall be provided per the Street Tree Master Plan, see Chapter 7.0.

iii. All trees in paved areas shall be provided with "deep root" barriers and a 4' diameter tree well with automatic irrigation and metal grates.

iv. Soils testing for plant suitability is recommended on each site, with the resulting laboratory recommendations to be followed in terms of soil amendment specifications in landscape plans.

¹Pedestrian plazas which include site amenities such as sculpture, fountains, planters, enhanced paving, etc. may be counted as landscaping. This does not relieve development sites of the requirement to provide minimum amount of trees and planting.

3. Installation and Maintenance

All required landscaping shall be properly installed, irrigated, inspected and permanently maintained prior to use inauguration or the issuance of a Certificate of Occupancy, whichever first occurs. The landscaping and irrigation shall be inspected as stated in the procedures and policy for landscaping and irrigation.

Maintenance of approved landscaping shall consist of regular watering, mowing, pruning, fertilizing, clearing of debris and weeds, the removal and replacement of dead plants, and the repair and replacement of irrigation systems and integrated architectural features.

m. All other development standards pursuant to Section 30.20.010, OP Zone of Title 30 of the Encinitas Municipal Code shall apply.

5. **Signage Regulations:** The mandatory signage standards, and review and approval procedures under Chapter 30.60 of the Encinitas Municipal Code shall apply to signs under the D-OP Zone.

6. **Design Recommendations:** In the D-OP Zone, applicable Specific Plan Design Recommendations shall be considered in addition to the development standards in this section. The development standards shall take precedence if a conflict exists between a development standard and a design recommendation.

B. Zone: Visitor-Serving Commercial (D-VSC)

This zone is intended to provide for hotel/motel uses, eating and drinking establishments, food and beverage retail sales, entertainment, and other principal visitor-serving uses specifically intended to serve the needs of persons visiting the City. All other permitted or conditionally permitted uses specified in the Specific Plan for areas zoned Visitor-Serving Commercial (D-VSC) such as selected commercial retail, commercial service, professional and administrative office type uses that would be compatible with the rehabilitation of the existing historic building, shall be considered ancillary uses to the allowable principal uses. Ancillary or non-principal uses shall not occupy or utilize more than 30% of the ground floor area. Preservation of the Derby House historic structures are intended under this zone. *Amended 5/11/95 (Ord. 95-04)*

The following principal uses shall be permitted in the D-VSC Zone and are identified as either a permitted, minor use permit or major use permit. All other principal uses are prohibited.

1. Permitted Uses:

Art Gallery¹

Artisan/Craftsman (sales & studio)¹

¹Permitted only as a rehabilitation use of the existing Derby House. If the Derby House historic structure is removed or demolished, these uses are not permitted.

Visitor-Serving Commercial (D-VSC)

Bakery (Retail)¹
Barber and Beauty Shop (Cosmetologist)¹
Bed and Breakfast
Book Sales¹
Dwelling Unit, Caretaker - accessory to the principal use
Educational Institution, Public¹
Florist Shop¹
Gift Shop¹
Hotel
Jewelry Sales¹
Medical/Dental Office¹
Motel
Museum¹
Newsstand²
Office (Business and Professional)¹
Photographic Studio¹
Real Estate Office¹
Restaurant (no alcohol sales; outdoor dining permitted)¹
Retail Sales¹

2. Minor Use Permits:

Day Care Center¹
Hair Salon (Ord. 91-03)¹
Restaurant (w/alcohol sales; outdoor dining permitted)¹
Wearing Apparel Shop¹

3. Major Use Permits:

Cellular Facility (Ord. 91-03)
Theaters and Places of Public Assembly¹

¹Permitted only as a rehabilitation use of the existing Derby House. If the Derby House historic structure is removed or demolished, these uses are not permitted.

²In conjunction with a permitted use.

4. Development Standards:

- a. Net Lot Area: 16,900 net square feet minimum
- b. Lot Width: 169 feet
- c. Lot Depth: 100 feet
- d. Front Yard
(Vulcan Avenue) Setback: 0 feet
- e. Side Yard Setback
for each interior side: 10 feet

Visitor-Serving Commercial (D-VSC)

- f. **Street Side Yard**
(McNeil Ave., F St.) Setback: 20 feet
- g. **Rear Yard Setback:** 10 feet
- h. **Lot Coverage**
maximum percentage: 35 percent
- i. **Building Height maximum:** 30 feet or two stories, whichever is less
(See Section 30.20.010C6 of the Encinitas Municipal Code)
- j. **Floor/Area Ratio maximum:** .65
- k. **Off-Street Parking:** Off-street parking facilities shall be designed so that a car within a parking facility will not have to enter a street to move from one location to another within the same parking facility. For additional requirements, see Chapter 30.54 of Title 30 of the Encinitas Municipal Code

I. Landscaping:

- 1. 15 percent (Refer to Section 4.8, Landscape Guidelines)
- 2. Additional Landscape Requirements
 - i. All new and rehabilitated landscaping projects that require a permit shall comply with the City's Water Efficient Landscape Ordinance (92-40) except for the following:

Exemptions

- (1) Homeowner-provided landscaping at single-family and multi-family projects.
- (2) Registered historical sites.
- (3) Ecological restoration projects that do not require a permanent irrigation system.
- (4) Any project with a landscaped area less than 1,000 square feet.
- ii. Street trees shall be provided per the Street Tree Master Plan, see Chapter 7.0.

- iii. All trees in paved areas shall be provided with "deep root" barriers and a 4' diameter tree well with automatic irrigation and metal grates.
- iv. Soils testing for plant suitability is recommended on each site, with the resulting laboratory recommendations to be followed in terms of soil amendment specifications in landscape plans.

3. Installation and Maintenance

All required landscaping shall be properly installed, irrigated, inspected and permanently maintained prior to use inauguration or the issuance of a Certificate of Occupancy, whichever first occurs. The landscaping and irrigation shall be inspected as stated in the procedures and policy for landscaping and irrigation.

Maintenance of approved landscaping shall consist of regular watering, mowing, pruning, fertilizing, clearing of debris and weeds, the removal and replacement of dead plants, and the repair and replacement of irrigation systems and integrated architectural features.

m. Noise Mitigation: Properties which front on Vulcan Avenue or are adjacent to the railroad right-of-way may be subject to noise impacts from rail and transit operations. Proposed new development on such properties for noise-sensitive uses as determined under the Noise Element of the Encinitas General Plan, including residential, shall provide an analysis by an acoustical engineer to demonstrate compliance with the maximum interior noise average of LDN 45dB.

n. All other development standards pursuant to Section 30.20.010, VSC Zone of Title 30 of the Encinitas Municipal Code shall apply.

5. Signage Regulations: The mandatory signage standards, and review and approval procedures under Chapter 30.60 of the Encinitas Municipal Code shall apply to signs under the D-VSC Zone.

6. Design Recommendations: In the D-VSC Zone, applicable Specific Plan Design Recommendations shall be considered in addition to the development standards in this section. The development standards shall take precedence if a conflict exists between a development standard and a design recommendation.

3.2.3 Mixed Use Zones

A. Zone: Commercial Mixed - First Street (D-CM-1)

This zone is intended to provide a commercial zoning district, where commercial use mixed with restricted residential use may be allowed on the same property or in the same structure, with the intent of providing housing opportunities and mitigating the impacts between mixed commercial and residential uses.

Commercial is intended to provide both for some of the commercial retail and service needs of the surrounding community, and commercial activities to serve the needs of persons visiting the city for business and recreational purposes. Thus, this district is intended for both general and visitor-serving commercial purposes.

Residential, as a secondary use on commercial property, is intended to provide residential units with a minimum dwelling unit size of 350 square feet. Mixed-use residential is not allowed to use more than half of any site's building floor area except when guaranteed affordable dwelling units are provided (see Mixed Use Site Planning standards).

It is the intention of the D-CM-1 Zone to allow for significant functional and physical integration of project components of mixed commercial and residential uses. Consideration will be given to joint use of parking, common areas, landscaping, specific visitor-serving commercial types of uses and associated intensities, housing types and sizes of units, and overall architectural design.

The following principal uses shall be permitted in the D-CM-1 Zone and are identified as either a permitted, minor use permit or major use permit. All other principal uses are prohibited.

1. Permitted Uses:

Alcoholic Beverage Sales off premise (Ord. 91-03)
Antique Sales, Retail
Appliance Sales & Repair (Household and Small Appliances)
Aquarium, Commercial
Arcade Accessory (Non-Adult)
Arcade Primary (Non-Adult)
Art Gallery
Artisan/Craftsman (sales & studio)
Bakery (Retail)
Bank/Savings and Loan
Barber and Beauty Shop (Cosmetologist)
Bicycle Sales, Rental and Service
Billiard, Pool Hall
Book Sales
Candy and Confectionery Sales
Catering Service
Cellular Facility (Ord. 91-03)
Clothing Rental

Coins, Purchase and Sales
 Computer Sales & Service
 Conservatory of Music
 Convenience Store
 Cosmetic Design Studio
 Costume Rentals
 Dairy Store
 Dance Studio
 Day Care Center
 Delicatessen
 Dental Clinic
 Dressmaking Shop/Alterations
 Drug Store²
 Dry Cleaning, Retail and Self-Service²
 Dwelling Unit, Caretaker - accessory to the principal use (Ord. 91-07)
 Dwelling Unit, One-Family, in a mixed-use development¹
 Dwelling Unit, Two-Family, in a mixed-use development¹
 Dwelling Unit, Three-Family, in a mixed-use development¹
 Dwelling Unit, Multiple Family, in a mixed-use development¹
 Educational Institution, Public
 Finance Company
 Fire Station
 Floor Covering, Retail²
 Florist Shop
 Furniture Sales²
 Garden Supplies²
 Gem/Precious Stone Retail
 Gift Shop
 Glass and Mirrors, Retail
 Glass Studio (Stained and others)
 Hair Salon (Ord. 91-03)
 Hardware Store²
 Hat Cleaning and Blocking
 Hat Shop
 Health Food Store
 Hobby Supply Shop
 Home Occupations
 Ice Cream Parlor
 Interior Decorating Service
 Jewelry Sales
 Lapidary Shop, Retail (Gems)
 Laundromat
 Laundry
 Locksmith
 Machine and Tool Sales (Retail Store)²
 Mail Order House
 Market (food)²
 Market (wholesale)²
 Medical/Dental Office
 Medical/Dental Clinic
 Microwave Antenna/Tower
 Motorcycle Sales (only)
 Motor Vehicle Parts Store²
 Museum

¹Permitted in conjunction with a permitted commercial or office use. Dwelling units may not exceed 50% of the gross developed floor area for this development site.

²Total gross floor area greater than 20,000 square feet shall require a major use permit.

Commercial Mixed - First St. (D-CM-1)

Music/Record Store
Newsstand
Notions and Dry Goods Store
Office (Business and Professional)
Optical Products Sales
Orthopedic Devices Sales
Paper Product Sales
Parcel Delivery Service
Pet Shop/Pet Grooming
Pharmacy²
Photocopy Shop
Photofinishing, Retail
Photographic Studio
Photographic Supplies
Postal Annex, Private Ownership
Pottery Manufacturing
Pottery Sales
Printing
Radio/Television Sales
Real Estate Office
Recreational Facilities Public
Reducing Salon
Restaurant (no alcohol sales; outdoor dining permitted by design review)
Retail Sales²
Schools, Public: (Elementary, Jr. High, High School)
Scientific Instruments Sales
Second Hand Dealer (Ord. 91-03)
Second Hand Store
Shoe Repair/Sales
Sidewalk Dining (encroachment permit required)
Sign Shop
Silk Screen Printing Shop
Sporting Goods Sales²
Stationery Store
Surf Shop Retail/Rental
Surf Shop with Manufacturing
Swimming Pool Supplies/Equipment Sales
Tailor Shop
Theaters and Places of Public Assembly
Tile Sales
Video Sales & Rental
Wearing Apparel Shop

2. Minor Use Permits:

Arcade Primary (Non-Adult)
Bowling Alley
Candle Manufacturing
Car Wash (Ord. 89-41)
Charitable Bins and Depositories (accessory)
Church/Temple/Religious Institution
Gas Distribution, Meter and Control Station
Outdoor Sales/Swap Meet (Ord. 91-03)
Pawn Shop
Pottery Manufacturing
Restaurant (w/alcohol sales; outdoor dining permitted)
Swap Meet/Outdoor Sales (Ord. 91-03)

²Total gross floor area greater than 20,000 square feet shall require a major use permit.

3. Major Use Permits:

Bar/Cocktail Lounge
 Cellular Facility (Ord. 91-03)
 Club, Athletic or Recreational
 Club, Private
 Club, with Alcohol Sales
 Courts, Commercial (Badminton, Tennis, Racquetball, Others)
 Dance Hall
 Dwelling Unit, Single-Room Occupancy Hotel
 Educational Institution, Private
 Electrical Distribution Substation
 Emergency Residential Shelter
 Garage, Public parking
 Grocery Store
 Gymnasium, Public Health Club
 Hotel
 Jewelry Manufacturing
 Library
 Massage Parlor
 Medical Complex
 Motel
 Motorcycle Sales and Service
 Open Air Theater
 Parking Lot, Commercial
 Radio/Television Broadcasting Studio
 Radio/Television Transmitter
 Recording Studio
 Recreational Facilities Private
 Recreational Facilities Public
 Schools, Private: (Elementary, Jr. High, High School)
 Schools, Technical
 Single-Room Occupancy Hotel
 Terminals and Stations (Taxi, Bus, Train, Limousine etc.)
 Transitional Housing

4. Development Standards: Except as specified below, the development standards under Chapter 30.20 of the Encinitas Municipal Code for the GC Zone shall apply under the D-CM-1 Zone. In case of conflict between regulations, those specified below shall prevail:

- | | |
|---|-------------------------------|
| a. Net Lot Area: | 3,200 net square feet minimum |
| b. Lot Width: | 40 feet |
| c. Lot Depth: | 80 feet ³ |
| d. Front Yard Setback: | 0 feet |
| e. Side Yard Setback
for each interior side: | 0 feet |

³East-side of First Street, lot depth shall extend from First Street to the railroad right-of-way. West side of First Street, lot depth shall extend from First Street to either the existing alley or to Second Street. In no case shall an existing alley be blocked.

- f. Street Side Yard Setback:** 0 feet
- g. Rear Yard Setback:** 0 feet
- h. Lot Coverage maximum percentage:** 90 percent
- i. Building Height maximum:** 30 feet or two stories, whichever is less (See Section 30.20.010C6 of the Encinitas Municipal Code); except that, if a development project includes one or more dwelling units guaranteed affordable to low or very low income households as defined in the Encinitas Housing Element, the maximum building height is 33 feet or three stories, whichever is less.
- j. Off Street Parking:** Off-street parking facilities shall be designed so that a car within a parking facility will not have to enter a street to move from one location to another within the same parking facility. For additional requirements, see Parking Requirements, Section 3.3.
- k. Landscaping:**
 - 1. A minimum of 5% of the area of a development site shall be landscaped (See Section 4.8, Landscape Guidelines).
 - 2. Landscaping in parking areas shall be predominantly trees to provide shade and visual relief.
 - 3. Landscaping in parking areas shall include one fifteen (15) gallon tree for every four (4) parking spaces evenly distributed throughout the parking area.
 - 4. Site landscaping shall include a combination of trees, shrubbery, vines, or groundcovers, all of which shall be drought-tolerant;
 - 5. All landscaped areas shall be watered by an automatic irrigation system and regularly maintained in a healthy and thriving condition free of weeds, trash, debris;

6. Additional Landscape Requirements

- i. All new and rehabilitated landscaping projects that require a permit shall comply with the City's Water Efficient Landscape Ordinance (92-40) except for the following:

Exemptions

- (1) Homeowner-provided landscaping at single-family and multi-family projects.
 - (2) Registered historical sites.
 - (3) Ecological restoration projects that do not require a permanent irrigation system.
 - (4) Any project with a landscaped area less than 1,000 square feet.
- ii. Street trees shall be provided per the Street Tree Master Plan, see Chapter 7.0.
 - iii. All trees in paved areas shall be provided with "deep root" barriers and a 4' diameter tree well with automatic irrigation and metal grates.
 - iv. Soils testing for plant suitability is recommended on each site, with the resulting laboratory recommendations to be followed in terms of soil amendment specifications in landscape plans.

7. Installation and Maintenance

All required landscaping shall be properly installed, irrigated, inspected and permanently maintained prior to use inauguration or the issuance of a Certificate of Occupancy, whichever first occurs. The landscaping and irrigation shall be inspected as stated in the procedures and policy for landscaping and irrigation.

Maintenance of approved landscaping shall consist of regular watering, mowing, pruning, fertilizing, clearing of debris and weeds, the removal and replacement of dead plants, and the repair and replacement of irrigation systems and integrated architectural features.

- I. **General Site Planning:** In the D-CM-1 Zone, the following development standards shall apply:
 1. Site planning shall include consideration of adjoining parcels in terms of building configuration, building design, and scale of landscaping materials, circulation/parking configuration and access.
 2. Except for outdoor dining establishments, all uses shall be located within an enclosed building unless authorized by a Minor Use Permit.
 3. Development on sites abutting the railroad right-of-way shall prevent general access to and across the railroad tracks by the placement of buildings, fencing and/or landscaping dense enough to prevent encroachment, or any combination, consistent with the other development standards of this zone.
- m. **Mixed Use Site Planning:** In the D-CM-1 Zone, the following development standards shall apply for projects which mix commercial or office with residential in the same development site:
 1. Residential uses shall be located above and/or behind the primary commercial use.
 2. Residential uses shall not exceed 50 percent of the gross building floor area for the development site; except that when a development project includes one or more dwelling units guaranteed affordable to low or very low income households as defined in the Encinitas Housing Element, residential uses may exceed 50 percent of the gross building floor area by the amount of the gross floor area of the guaranteed affordable unit (s).
 3. Separate building entrances shall be required for residential and commercial uses when occupying the same structure (This does not preclude secondary interior access between commercial and residential uses, in addition to the required separate accesses, provided that residential access to or through commercial uses avoids unsafe commercial areas).
- n. **Building Design and Use:** In the D-CM-1 Zone, the following development standards shall apply:
 1. All buildings are encouraged to minimize energy consumption, using such features as:
 - Cogeneration
 - Solar access

- South facing windows with eave coverage
- Double glazed windows
- Deciduous shade trees
- Good ventilation
- Efficient lighting
- Day lighting

2. **Sidewalk Dining:**

- i) Outdoor dining areas that encroach into the public right-of-way shall require an encroachment permit and must maintain a minimum 4-foot clearance which excludes planter areas, fire hydrants, street lights, other street furniture, and on-street auto parking overhang, and any approved A-frame signage.
- ii) Encroachment permits for outdoor dining within public rights-of-way require the following information and are subject to the following limitations:
 - a) Location and brief description of the proposed encroachments.
 - b) Provide a site plan showing local conditions, including street and sidewalk width, and location of all street furniture, acceptable to the City Engineer.
 - c) Specify the number of tables and seating requested and not-to-exceed-amount.
 - d) Permit may be revoked by the City after a 30-day notice.
 - e) Hours of operation shall be pre-determined through the encroachment permit and limited to an associated adjacent eating and drinking establishment.
 - f) No sound amplification device, musical instrument or sound reproduction device shall be operated or used with outdoor dining, and outdoor lighting shall comply with performance standards, and be approved by the City.

Commercial Mixed - First St. (D-CM-1)

- g) Prior to issuance and approval of a permit, a finding shall be made by the Office of the Director of Community Development that the outdoor dining will not adversely affect the neighborhood nor be detrimental to persons residing, visiting or working in the area.
- h) A liability insurance policy naming the City as additionally insured for \$1,000,000 shall be on file with the City Engineer.

o. Access, Circulation, and Parking: In the D-CM-1 Zone, the following development standards shall apply:

1. Vehicular access shall be taken from the alley rather than from First Street where feasible.
2. Where vehicular access off of First Street is necessary, access shall be limited to one point for each 300 feet of frontage or one point per parcel if frontage is less than 300 feet.
3. All alleys shall be retained for vehicular access and pedestrian paths, and shall not be vacated.
4. Access points to adjoining lots shall be shared wherever feasible.
5. Major access points to centers or groups of parcels sharing a single point of ingress and egress shall be coordinated with openings in existing or planned medians and access points on the opposite side of the roadway;
6. Sidewalks or other safe pedestrian walkways shall be located along First Street and intersecting side streets;
7. Where feasible, parking areas shall be located off the alley or to the rear of a building. Parking areas abutting streets shall be screened by a design break or buffer between the back of the sidewalk and the parking pavement, consisting of earth mounding, landscaping, low decorative walls, lowering the grade of the parking area below the street grade, or a combination of any of these methods.

- p. **Auxiliary Structures/Equipment and Utilities:** In the D-CM-1 Zone, the following development standards shall apply:
1. All roof appurtenances including, but not limited to air conditioning units, and mechanical equipment shall be shielded and architecturally screened from view from on-site parking areas, adjacent public streets and adjacent properties;
 2. All ground-mounted mechanical equipment, including heating and air conditioning units, and trash receptacle areas, shall be screened from view;
 3. All utility connections shall be designed to coordinate with the architectural elements of the site so as not to be exposed except where necessary. Pad-mounted transformers and/or meter box locations shall be included in the site plan with an appropriate screening treatment. All new and existing utility connections within the boundaries of the project shall be placed underground, per Municipal Code Section 23.36.120. Transformer, terminal boxes, meter cabinets, pedestals, ducts and other facilities may be placed above ground provided they are screened.
 4. All locations for trash and recyclable material storage visible from adjacent public streets and public view shall be enclosed by a six-foot high masonry wall with view-obstructing gates. Where feasible, trash and recyclable material receptacles shall be located off of the alley behind the building.
 5. Outdoor storage areas approved by Minor Use Permit shall be located to the rear of a building and shall be entirely enclosed by solid walls not less than six (6) feet in height to adequately screen such areas from view. This requirement does not apply to approved temporary uses and approved outdoor sales areas .
- q. **Lighting:** In the D-CM-1 Zone, the following standards shall apply:
1. Exterior lighting shall be architecturally integrated with the building(s) on site;
 2. All light sources shall be shielded in such a manner that the light is directed away from streets or adjoining properties. Freestanding lamp posts shall be no taller than eighteen (18) feet. The intensity of light at the boundary of the D-CM-1 Zone shall not exceed seventy-five (75) foot lamberts from a source of reflected light.

r. Architectural Features, Accessory Structures, Walls/Fences: In the D-CM-1 Zone, the following development standards shall apply:

1. Accessory structures shall not be located in front of or on the street side of the main building(s);
2. Freestanding walls or fences between any street frontage and a principal building on site shall not exceed four (4) feet in height. Where a retaining wall is used to increase usable lot area, a wall or fence not exceeding four (4) feet in height also may be erected, provided that the wall or fence is set back a minimum of five (5) feet from the retaining wall.
3. The use of chainlink, barbed wire or razor wire for fencing within the public view shall be prohibited.

s. Noise Mitigation: Properties which front on First Street or are adjacent to the railroad right-of-way may be subject to noise impacts from rail and transit operations. Proposed new development on such properties for noise-sensitive uses as determined under the Noise Element of the Encinitas General Plan, including residential, shall provide an analysis by an acoustical engineer to demonstrate compliance with the maximum interior noise average of LDN 45dB.

5. Signage Regulations: Except as otherwise specified below, the mandatory signage standards, and review and approval procedures under Chapter 30.60 of the Encinitas Municipal Code shall apply to signs under the D-CM-1 zone.

a. Freestanding A-frame signage: In addition to other types of permitted signage, freestanding A-frame signs shall be allowed.

1. No more than one (1) A-frame sign is permitted per business.
2. No A-frame sign shall be illuminated, externally or internally.
3. No A-frame sign shall be permanently affixed to the ground or other object, but shall be portable, and shall be placed out only during the operating hours of the business it is advertising.
4. No A-frame sign shall be placed within the vehicle parking or lanes, or within a pedestrian walkway so as to leave less than four (4) foot width of passage clearance.

5. No A-frame sign shall exceed 2 1/2 feet in height or 2 feet in width.
- b. **Public sidewalk Placement of A-frame Signs:** A-frame signs which encroach into the public right-of-way are subject to prior issuance of an encroachment permit by the City. In addition to the above standards for A-frame signs the following applies:
 1. The placement of the A-frame sign must maintain a minimum of four (4) foot clearance of passage, which excludes planter areas, fire hydrants, street lights, street furniture, on-street auto parking overhang, and any other approved sidewalk dining area.
 2. Encroachment permits for public sidewalk A-frame signs require the submittal of the following information and are subject to the following limitations:
 - i) Submit a brief description of the proposed encroachment and its proposed location on the public sidewalk.
 - ii) Submit a site plan showing local conditions, including street and sidewalk width, and location/dimensions of all street furniture and elements on the sidewalk, acceptable to the City Engineer.
 - iii) A liability insurance policy naming the City as additionally insured in the amount of \$1,000,000 shall be on file with the City Engineer.
 - iv) An issued encroachment permit may be revoked by the City after a thirty (30) day notice.
6. **Design Recommendations:** In the D-CM-1 Zone, applicable Specific Plan Design Recommendations shall be considered in addition to the development standards in this section. The development standards shall take precedent if a conflict exists between a development standard and a design recommendation.

B. Zone: Commercial Mixed - Second Street (D-CM-2)

This zone is intended to allow individual properties to develop as either residential, commercial, office professional or, a mixed-use of commercial/office and residential uses. In a mixed-use project, residential uses may be allowed on the same property or in the same structure as a commercial use, with the intent of providing housing opportunities while also mitigating the impacts between commercial and residential uses.

Commercial is intended to provide retail uses which serve local residents of the community, while maintaining compatibility with a residential environment. Compared to commercial uses on First Street, those on Second Street are intended to be less visitor-serving and more community-serving. Second Street is also intended to provide a higher proportion of office and business uses, and a somewhat less-intensive activity level.

Residential, as a primary use, is intended to provide single-family or multi-family units. Densities of up to 25 dwelling units per acre shall be allowed. Residential in a mixed-use project is limited to no more than half of the development site's allowed floor area. Free-standing residential (residential use only on a development site; no commercial or office use) is permitted, but shall be limited so as not to constitute more than 25% of the zone district's total lot acreage.

It is the intention of the D-CM-2 Zone to allow for significant functional and physical integration of project components of adjacent development sites, as well as of mixed-use projects. Consideration will be given to joint use of parking, common areas, landscaping, specific D-CM-2 types of uses and associated intensities, housing types and sizes of units, and overall architectural design.

The following principal uses shall be permitted in the D-CM-2 Zone and are identified as either a permitted, minor use permit or major use permit. All other principal uses are prohibited.

1. Permitted Uses:

Antique Sales, Retail
Appliance Sales & Repairs (Household and Small Appliances)
Arcade Accessory (Non-Adult)
Art Gallery
Artisan/Craftsman (sales & studio)
Bakery (Retail)
Bank/Savings and Loan
Barber and Beauty Shop (Cosmetologist)
Bed and Breakfast
Bicycle Sales, Rental and Service
Billiard, Pool Hall
Blueprinting and Photostating
Book Sales
Candy and Confectionery Sales
Catering Service

Cellular Facility (Ord. 91-03)
Clothing Rental
Coins, Purchase and Sales
Computer Sales & Service
Conservatory of Music
Convenience Store
Cosmetic Design Studio
Costume Rental
Dairy Store
Dance Studio
Day Care Center
Delicatessen
Dental Clinic
Dressmaking Shop/Alterations, Retail
Dry Cleaning, Retail and Self-Service
Dwelling Unit, Caretaker-accessory to the principal use (Ord. 91-07)
Dwelling Unit, One-Family¹
Dwelling Unit, Two-Family¹
Dwelling Unit, Three-Family¹
Dwelling Unit, Multiple Family¹
Educational Institution, Public
Employment Agency
Family Day Care Home, Large (7 to 12 children) (Ord. 92-28)
Family Day Care Home, Small (6 or fewer children) (Ord. 92-28)
Feed and Grain Sales
Finance Company
Fire Station
Florist Shop
Garden Supplies
Gift Shop
Glass and Mirrors, Retail
Glass Edging and Beveling, associated with retail
Glass Studio (Stained and others)
Hair Salon (Ord. 91-03)
Hat Cleaning and Blocking, associated with retail
Hat Shop
Health Food Store
Hobby Supply Shop
Home Occupations
Ice Cream Parlor
Interior Decorating Service
Jewelry Sales
Laundromat
Lawnmower Sales and Service
Locksmith
Market (food)
Medical/Dental Clinic
Medical/Dental Office
Music/Record Store
Newsstand
Notions and Dry Goods Store
Office (Business and Professional)
Optical Products Sales
Orthopedic Devices Sales
Parks and Recreational Areas

¹Permitted as stand-alone not to exceed 25 du/acre, or in conjunction with a permitted commercial or office use in a mixed-use development. Dwelling units may not exceed 50% of the gross allowable floor area for the development site in a mixed-use development.

Commercial Mixed - Second St. (D-CM-2)

Pharmacy
Pet Shop/Pet Grooming
Photocopy Shop
Photofinishing, Retail
Photographic Studio
Photographic Supplies
Post Office
Postal Annex, Private Ownership
Pottery Sales
Printing
Public Utilities: Office
Real Estate Office
Reducing Salon
Restaurant (no alcohol sales; outdoor dining permitted by design review)
Retail Sales
Schools, Public: (Elementary, Jr. High, High School)
Second Hand Dealer (Ord. 91-03)
Second Hand Store
Shoe Repair/Sales
Sidewalk Dining (encroachment permit required)
Sign Shop
Silk Screen Printing Shop
Sporting Goods Sales
Stationery Store
Stone (Precious) Manufacturing
Surf Shop Retail/Rental
Swimming Pool Supplies/Equipment Sales
Tailor Shop
Telephone Answering Service
Veterinarian
Video Sales & Rental
Wearing Apparel Shop

2. Minor Use Permits:

Arcade Primary (Non-Adult)
Candle Manufacturing
Charitable Bins and Depositories (accessory)
Day Care Center
Drug Store
Dwelling Unit, one family, stand-alone²
Dwelling Unit, two family, stand-alone²
Dwelling Unit, three family, stand-alone²
Dwelling Unit, multiple family, stand-alone²
Furniture Sales
Gas Distribution, Meter and Control Station
Horticultural Services
Hotel/Motel
Laboratories (medical, dental)
Nurseries, Horticultural
Outdoor Sales/Swap Meet (Ord. 91-03)
Swap Meet/Outdoor Sales (Ord. 91-03)

²Stand-alone residential development, up to 25 du/acre per site, is allowed subject to the finding that the acreage of all residential-only land use within the Second Street D-CM-2 zone does not exceed 25% of all land acreage in the zone. It is intended that stand-alone residential use be spread more or less evenly throughout the zone, and not be concentrated so as to preclude the predominant commercial character of lands within the D-CM-2 zone.

Tile Sales
Upholstery Installation

3. Major Use Permit:

Automobile Electric and Tune-up
Automobile Rental (Office only)
Automobile Repair (no auto body or painting)
Cellular Facility (Ord. 91-03)
Church/Temple/Religious Institution
Club, Athletic or Recreational
Club, Private
Courts, Commercial (Badminton, Tennis, Racquetball, Others)
Convent and Monastery
Educational Institution, Private
Electrical Distribution Substation
Emergency Residential Shelter
Floor Covering, Retail
Garage, Public parking
Garment Manufacturing
Gymnasium, Public Health Club
Laboratories (biochemical, film, other)
Library
Massage Parlor
Medical Equipment Sales
Museum
Parcel Delivery Service
Parking Lot, Commercial
Police/Sheriff Station/Jail
Radio/Television Broadcasting Studio
Radio/Television Transmitter
Recording Studio
Recreational Facilities Private
Recreational Facilities Public
Rest Home (7 or more)
Rest Home, Convalescent Home (6 or less)
Restaurant (w/alcohol sales; outdoor dining permitted)
Schools, Private: (Elementary, Jr. High, High School)
Schools, Technical
Scientific Instruments Sales
Transitional Housing
Treatment Center (Substance Abuse) (Out Patient)

4. Development Standards: Except as specified below, the development standards under Chapter 30.20 of the Encinitas Municipal Code for the GC Zone shall apply under the D-CM-2 Zone for commercial office, or mixed-use development. Except as otherwise specified below, stand-alone residential shall comply with the standards of Chapter 30.16 of the Encinitas Municipal Code for the R-25 Zone. In case of conflict between regulations, those specified below shall prevail.

- a. Net Lot Area:** 4,000 net square feet
- b. Lot Width:** 40 feet
- c. Lot Depth:** 100 feet

Commercial Mixed - Second St. (D-CM-2)

- d. First Story
Front Yard Setback: 0 feet¹
- e. Second Story
Front Yard Setback: 10 feet
- f. Side Yard Setback
for each interior side: 0 feet¹
- g. First Story
Street Side Yard Setback: 0 feet¹
- h. Street Side
Yard Setback: 10 percent width of the lot with a maximum of 10 feet.
- i. Rear Yard Setback: 0 feet²
- j. Lot Coverage
maximum percentage: 75 percent

¹Five-foot setback for residential uses.

²Ten (10) feet if the rear yard abuts a residential zone or for stand-alone residential development.

- k. Building Height Maximum: 30 feet or two stories, whichever is less (See Section 30.20.010C6 of the Encinitas Municipal Code); except that, if a development project includes one or more dwelling units guaranteed affordable to low or very low income households as defined in the Encinitas Housing Element, the maximum building height is 33 feet or three stories, whichever is less.
- l. Floor/Area Ratio Maximum: .65
- m. Off-Street Parking: Off-street parking facilities shall be designed so that a car within a parking facility will not have to enter a street to move from one location to another within the same parking facility. For additional requirements, see Parking Requirements, Section 3.3.

n. Landscaping:

1. A min. of 10% of the area of a development site shall be landscaped. Pedestrian plazas which include site amenities such as sculpture, fountains, planters, enhanced paving, etc. may be counted as landscaping (See Section 4.8, Landscape Guidelines).
2. Landscaping in parking areas shall be predominantly trees to provide shade and visual relief. Parking areas located off of the alley, behind a building, shall not require landscaping providing the site landscaping requirement has been met.
3. Where feasible, landscaping in commercial and office professional parking areas shall include one fifteen (15) gallon tree for every four (4) parking spaces evenly distributed throughout the parking area.
4. Where feasible, site landscaping shall include a combination of trees, shrubbery, vines, and groundcovers, all of which shall be drought-tolerant;
5. All landscaped areas shall be watered by an automatic irrigation system and regularly maintained in a healthy and thriving condition free of weeds, trash, debris;
6. Street trees, in accordance with the specific plan Street Tree Master Plan, shall be provided along all street frontages.
7. Additional Landscape Requirements
 - i. All new and rehabilitated landscaping projects that require a permit shall comply with the City's Water Efficient Landscape Ordinance (92-40) except for the following:

Exemptions

- (1) Homeowner-provided landscaping at single-family and multi-family projects.
- (2) Registered historical sites.
- (3) Ecological restoration projects that do not require a permanent irrigation system.
- (4) Any project with a landscaped area less than 1,000 square feet.

Commercial Mixed - Second St. (D-CM-2)

- ii. Street trees shall be provided per the Street Tree Master Plan, see Chapter 7.0.
- iii. All trees in paved areas shall be provided with "deep root" barriers and a 4' diameter tree well with automatic irrigation and metal grates.
- iv. Soils testing for plant suitability is recommended on each site, with the resulting laboratory recommendations to be followed in terms of soil amendment specifications in landscape plans.

9. Installation and Maintenance

All required landscaping shall be properly installed, irrigated, inspected and permanently maintained prior to use inauguration or the issuance of a Certificate of Occupancy, whichever first occurs. The landscaping and irrigation shall be inspected as stated in the procedures and policy for landscaping and irrigation.

Maintenance of approved landscaping shall consist of regular watering, mowing, pruning, fertilizing, clearing of debris and weeds, the removal and replacement of dead plants, and the repair and replacement of irrigation systems and integrated architectural features.

- o. **General Site Planning:** In the D-CM-2 Zone, the following development standards shall apply:
 - 1. Site planning shall include consideration of adjoining parcels in terms of building configuration, building design, and scale of landscaping materials, circulation/parking configuration and access.
 - 2. Except as otherwise specified in Section 3.2.3 B-1, all uses shall be located within an enclosed building unless authorized by a Minor Use Permit.
 - 3. Stand-alone residential shall not exceed twenty-five (25) percent of the total gross acreage of the subdistrict area.
 - 4. Density for each stand-alone residential project shall not exceed 25 dwelling units per net acre.
- p. **Mixed Use Site Planning:** In the D-CM-2 Zone, the following development standards shall apply for projects which mix residential with commercial uses on the same development site:

1. Residential uses shall be located above and/or behind the primary commercial or office professional use.
 2. Separate building entrances shall be required for residential and commercial/office professional uses when occupying the same structure (This does not preclude secondary interior access between commercial and residential uses, in addition to the required separate accesses, provided that residential access to or through commercial uses avoids unsafe commercial areas).
 3. Residential uses shall not exceed 50 percent of the gross building floor area for the development site; except that, when a development project includes one or more dwelling units guaranteed affordable to low or very low income households as defined in the Encinitas Housing Element, residential uses may exceed 50 percent of the gross building floor area by the amount of gross floor area of the guaranteed affordable unit(s).
- q. Building Design and Use:** In the D-CM-2 Zone, the following development standards shall apply:
1. All buildings are encouraged to minimize energy consumption, using such features as:
 - Cogeneration
 - Solar access
 - South facing windows with eave coverage
 - Double glazed windows
 - Deciduous shade trees
 - Good ventilation
 - Efficient lighting
 - Day lighting
 2. **Sidewalk Dining (commercial or mixed use):**
 - i) Outdoor dining areas that encroach into the public right-of-way shall require an encroachment permit and must maintain a minimum 4-foot clearance which excludes planter areas, fire hydrants, street lights, other street furniture, and on-street auto parking overhang.
 - ii) Encroachment permits for outdoor dining within public right-of-ways require the following information:
 - a) Location and brief description of the

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proposed encroachments.

- b) Provide a site plan showing local conditions, including street and sidewalk width, and location of all street furniture, acceptable to the City Engineer.
- c) Specify the number of tables and seating requested and not to exceed amount.
- d) Permit may be revoked by the city after a 30-day notice.
- e) Hours of operation shall be pre-determined through the encroachment permit and limited to an associated adjacent eating and drinking establishment.
- f) No sound amplification device, musical instrument or sound reproduction device shall be operated or used with outdoor dining, and outdoor lighting shall comply with performance standards, and be approved by the City.
- g) Prior to issuance and approval of a permit, a finding shall be made by the Office of the Community Development Director that the outdoor dining will not adversely affect the neighborhood nor be detrimental to persons residing, visiting or working in the area.
- h) A liability insurance policy naming the city as additionally insured for \$1,000,000 shall be on file with the City Engineer.

r. Access, Circulation, and Parking: In the D-CM-2 Zone, the following development standards shall apply:

1. Where feasible, vehicular access shall be taken from the alley rather than from Second Street.
2. Where vehicular access off of Second Street is necessary, access shall be limited to one point for each 300 feet of frontage or one point per parcel if frontage is less than 300 feet.

3. All alleys shall be retained for vehicular access, and shall not be vacated.
4. Access points to adjoining lots shall be shared wherever feasible.
5. Major street access points to centers or groups of parcels sharing a single point of ingress and egress shall be coordinated with openings in access points on the opposite side of the roadway;
6. Sidewalks or other safe pedestrian walkways shall be located along Second Street;
7. Where feasible, parking areas shall be located off the alley or to the rear of a building. Parking areas abutting streets shall be screened by earth mounding, landscaping, low decorative walls, lowering the grade of the parking area below the street grade, or a combination of any of these methods.

s. Auxiliary Structures/Equipment and Utilities: In the D-CM-2 Zone, the following development standards shall apply:

1. All roof appurtenances including, but not limited to air conditioning units, and mechanical equipment shall be shielded and architecturally screened from view from on-site parking areas, adjacent public streets and adjacent properties;
2. All ground-mounted mechanical equipment, including heating and air conditioning units, and trash receptacle areas, shall be screened from view;
3. All utility connections shall be designed to coordinate with the architectural elements of the site so as not to be exposed except where necessary. Pad-mounted transformers and/or meter box locations shall be included in the site plan with an appropriate screening treatment. All new and existing utility connections within the boundaries of the project shall be placed underground, per Municipal Code Section 23.36.120. Transformer, terminal boxes, meter cabinets, pedestals, ducts and other facilities may be placed above ground provided they are screened.
4. All locations for trash and recyclable material storage visible from adjacent public streets and/or public view shall be enclosed by a six-foot high masonry wall with view-obstructing gates. Where feasible, trash and recyclable material receptacles shall be located off of the alley behind the building.

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5. Outdoor storage areas approved by Minor Use Permit shall be located to the rear of a building and shall be entirely enclosed by solid masonry walls not less than six (6) feet in height to adequately screen such areas from view. Reasonable substitutions such as masonry, wood or metal pilasters with wrought iron and view obscuring material may be approved during Design Review. This requirement does not apply to approved temporary uses and approved outdoor sales areas.
- t. **Lighting:** In the D-CM-2 Zone, the following standards shall apply:
1. Exterior lighting shall be architecturally integrated with the building(s) on site;
 2. All light sources shall be shielded in such a manner that the light is directed away from streets or adjoining properties. Freestanding lamp posts shall be no taller than eighteen (18) feet. The intensity of light at the boundary of the development site shall not exceed seventy-five (75) foot lamberts from a source of reflected light.
- u. **Architectural Features, Accessory Structures, Walls/Fences:** In the D-CM-2 Zone, the following development standards shall apply:
1. Accessory structures shall not be located in front of or on the street side of the main building(s);
 2. Accessory structures shall meet the rear or side yard setback requirements for main buildings;
 3. Architectural features, such as canopies, eaves, steps, balconies, stairways, and others may project into any required minimum setback areas for residential uses to the extent allowed by Uniform Building Code (UBC);
 4. Freestanding walls or fences between any street frontage and a principal building on site shall not exceed four (4) feet in height. Where a retaining wall is used to increase usable lot area, a wall or fence not exceeding four (4) feet in height also may be erected, provided that the wall or fence is set back a minimum of five (5) feet from the retaining wall.
 5. The use of chain link, barbed wire and razor wire for fencing within public view shall be prohibited.
5. **Signage Regulations:** Except as otherwise specified below, the mandatory signage standards, and review and approval procedures under Chapter 30.60 of the Encinitas Municipal Code shall apply to signs under the D-CM-1 zone.

a. **Freestanding A-frame signage:** In addition to other types of permitted signage, freestanding A-frame signs shall be allowed.

1. No more than one (1) A-frame sign is permitted per business.
2. No A-frame sign shall be illuminated, externally or internally.
3. No A-frame sign shall be permanently affixed to the ground or other object, but shall be portable, and shall be placed out only during the operating hours of the business it is advertising.
4. No A-frame sign shall be placed within the vehicle parking or lanes, or within a pedestrian walkway so as to leave less than four (4) foot width of passage clearance.
5. No A-frame sign shall exceed 2 1/2 feet in height or 2 feet in width.

b. **Public sidewalk Placement of A-frame Signs:** A-frame signs which encroach into the public right-of-way are subject to prior issuance of an encroachment permit by the City. In addition to the above standards for A-frame signs the following applies:

1. The placement of the A-frame sign must maintain a minimum of four (4) foot clearance of passage, which excludes planter areas, fire hydrants, street lights, street furniture, on-street auto parking overhang, and any other approved sidewalk dining area.
2. Encroachment permits for public sidewalk A-frame signs require the submittal of the following information and are subject to the following limitations:
 - i) Submit a brief description of the proposed encroachment and its proposed location on the public sidewalk.
 - ii) Submit a site plan showing local conditions, including street and sidewalk width, and location/dimensions of all street furniture and elements on the sidewalk, acceptable to the City Engineer.

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- iii) A liability insurance policy naming the City as additionally insured in the amount of \$1,000,000 shall be on file with the City Engineer.
- iv) An issued encroachment permit may be revoked by the City after a thirty (30) day notice.

6. **Design Recommendations:** In the D-CM-2 Zone, the Specific Plan Design Recommendations shall be considered in addition to the development standards in this section. The development standards shall take precedence if a conflict exists between a development standard and a design recommendation.

C. Zone: Visitor Commercial Mixed (D-VCM)

This zone is intended to primarily provide for commercial activities such as hotel/motel uses, campgrounds, eating and drinking establishments, food and beverage retail sales (convenience), participant sports and recreation, entertainment uses and other principal visitor-serving uses which are specifically intended to serve the needs of persons visiting the City. All other permitted or conditionally permitted uses specified in the Specific Plan for areas zoned Visitor Commercial Mixed (D-VCM), such as business and professional office and residential uses shall be considered ancillary uses to the principal allowable uses. Ancillary or non-principal uses and required off-street parking shall not occupy or utilize more than 30 percent of the ground floor area. Development offering mixed visitor-serving commercial or office (business or professional) uses with restricted residential use may be allowed, with the intent of providing housing opportunities and of mitigating the impacts between new mixed visitor-serving commercial/office and residential uses. *Amended 5/11/95 (Ord. 95-04)*

There are several separate parcels under this zone. However, development is intended to be visually and functionally integrated throughout the zone district, with integrated parking, pedestrian access and other elements.

Visitor-Serving Commercial is intended to provide for commercial activities which are specifically intended to serve the needs of persons visiting the City for business or recreational purposes.

Office Professional is intended to provide primarily for the development of professional and business offices.

Residential is intended to provide for multiple-family residential including apartments, condominiums, and senior housing, with a maximum density of 18 units per net acre.

The following principal uses shall be permitted in the D-VCM Zone and are identified as either a permitted, minor use permit or major use permit. All other principal uses are prohibited.

1. Permitted Uses:

Alcoholic Beverage Sales off premise (Ord. 91-03)
Antique Sales, Retail
Aquarium, Commercial

Art Gallery
Artisan/Craftsman (sales & studio)
Bakery (retail)
Barber and Beauty Shop (Cosmetologist)
Bed & Breakfast
Book Sales
Candy and Confectionery Sales
Convenience Store
Day Care Center
Dry Cleaning, Retail and Self-Service
Dwelling Unit, Caretaker - accessory to the principal use (Ord. 91-07)
Dwelling Unit, Multiple Family¹
Educational Institution, Public
Fire Station
Florist Shop
Gift Shop
Glass Studio (Stained and others)
Grocery Store
Hair Salon (Ord. 91-03)
Hat Shop
Health Food Store
Hotel
Ice Cream Parlor
Jewelry Sales
Market (Food)
Museum
Music/Record Store
Motel
Newsstand
Office (Business and Professional)
Pottery Sales
Real Estate Office
Restaurant (no alcohol sales; outdoor dining permitted)
Retail Sales
Schools, Public: (Elementary, Jr. High, High School)
Sidewalk Dining (encroachment permit required)
Sporting Goods Sales
Stationery Store
Surf Shop Retail
Wearing Apparel Shop

¹ Permitted in conjunction with a primary commercial or office professional use.
Residential permitted in floors above ground floor, only.

2. Minor Use Permits:

Arcade Accessory (Non-Adult)
Arcade Primary (Non-Adult)
Bicycle Sales, Rental and Service
Gas Distribution, Meter and Control Station
Swap Meet/Outdoor Sales

3. Major Use Permits:

Bar/Cocktail Lounge
Billiard, Pool Hall
Cellular Facility (Ord. 91-03)
Club, Athletic or Recreational

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Club, with Alcohol Sales
 Electrical Distribution Substation
 Gymnasium, Public Health Club
 Jewelry Manufacturing
 Open Air Theater
 Photographic Supplies
 Recreational Facilities Private
 Restaurant (w/alcohol sales; outdoor dining permitted)
 Theaters and Places of Public Assembly

4. Development Standards: Except as specified below, the development standards under the D-VCM Zone shall be those specified under Section 30.20.010 of the Encinitas Municipal Code for the VSC Zone. In case of conflict between standards, those specified below shall prevail.

a. Setbacks:

First Street:	15 feet
Moonlight Beach State Park:	25 feet ¹
C Street:	0 feet
Interior Side Yard:	0 feet

b. Lot Coverage
 maximum percentage: 60 percent

¹A 25-foot setback from the top of bluff to building face is required. Encroachment into the setback shall be allowed subject to design review approval. Design considerations shall include the height of building in relation to proximity of the bluff, public access to and through the adjacent parcel, visual impacts to Moonlight Beach Park, etc.

c. Building Height Maximum: 33 feet or three stories whichever is less, with allowances for 37 feet for sloped roofs.²

d. Off-Street Parking: Off-street parking facilities shall be designed so that a car within a parking facility will not have to enter a street to move from one location to another within the same parking facility. For additional requirements, see Parking Requirements, Section 3.3.

²Special architectural features such as sloped roofs, towers, etc. may exceed the 33-37 foot height requirement, but excluding any habitable or potentially habitable floor area; in no event shall the highest finished floor be over 23 feet above grade. All architectural features exceeding the 33-37 foot requirement are subject to discretionary design review approval.

- e. Landscaping:** 15 percent³ (See Section 4.8, Landscape Guidelines)

³Pedestrian plazas which include site amenities such as sculptures, fountains, planters, enhanced paving, etc. may be counted as landscaping. This does not relieve development sites of the requirement to provide minimum amount of trees and planting.

f. General Site Planning: Development on all the separate parcels of the D-VCM Zone shall be visually and functionally integrated per the parameters below, whether accomplished as one project, or built as separate projects. A proposal for development on a portion of the zone district shall anticipate and accommodate integration with the remainder of the district, as approved through design review, including but not limited to the following parameters:

1. Common Architectural design and style of structures.
2. Shared pedestrian alleys and walkways, with reciprocal easements or deed restrictions as needed.
3. Shared auto alleys and parking, with reciprocal easements or deed restrictions as needed.

g. Mixed Use Site Planning: In the D-VCM Zone, the following development standards shall apply:

1. Residential uses shall be located above and/or behind the primary visitor-serving commercial or office use.
2. Separate entrances shall be required for residential and commercial/office uses (This does not preclude secondary interior access between commercial and residential uses, in addition to the required separate accesses, provided that residential access to or through commercial uses avoids unsafe commercial areas).
3. Residential units may not exceed 50 percent of the gross building floor area for a development site.

h. Access, Circulation, and Parking: In the D-VCM Zone, the following development standards shall apply:

1. Vehicular access shall be limited to one point for each 300 feet of frontage or one point per parcel if frontage is less than 300 feet.
2. Sidewalks or other safe pedestrian walkways shall be located along First Street, C Street, and alley or Third Street (whichever is applicable).

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3. Above-ground parking areas shall be located off the alley or C Street and to the rear of buildings. Parking shall be prohibited in front yard area along First Street. Underground parking is preferred.
 4. C Street shall be extended to First Street as a private drive.
 5. Vehicular access can be taken off of First Street.
 6. Access points to adjoining lots shall be shared wherever feasible.
 7. Reciprocal ingress and egress, circulation, and parking arrangements shall be required to facilitate the ease of vehicular movement between adjoining properties without the need to enter public streets.
- i. **Landscaping:** In the D-VCM Zone, the following development standards shall apply:
1. Landscaping in parking areas shall include one fifteen (15) gallon tree (minimum) for every four (4) parking spaces evenly distributed throughout the parking area.
 2. A minimum of 15 percent of the site area shall be landscaped.
 3. Landscaping shall be in accordance with Section 4.8, Landscape Guidelines.
 4. Additional Landscape Requirements
 - i. All new and rehabilitated landscaping projects that require a permit shall comply with the City's Water Efficient Landscape Ordinance (92-40) except for the following:

Exemptions

 - (1) Homeowner-provided landscaping at single-family and multi-family projects.
 - (2) Registered historical sites.
 - (3) Ecological restoration projects that do not require a permanent irrigation system.
 - (4) Any project with a landscaped area less than 1,000 square feet.

- ii. Street trees shall be provided per the Street Tree Master Plan, see Chapter 7.0.
- iii. All trees in paved areas shall be provided with "deep root" barriers and a 4' diameter tree well with automatic irrigation and metal grates.
- iv. Soils testing for plant suitability is recommended on each site, with the resulting laboratory recommendations to be followed in terms of soil amendment specifications in landscape plans.

5. Installation and Maintenance

All required landscaping shall be properly installed, irrigated, inspected and permanently maintained prior to use inauguration or the issuance of a Certificate of Occupancy, whichever first occurs. The landscaping and irrigation shall be inspected as stated in the procedures and policy for landscaping and irrigation.

Maintenance of approved landscaping shall consist of regular watering, mowing, pruning, fertilizing, clearing of debris and weeds, the removal and replacement of dead plants, and the repair and replacement of irrigation systems and integrated architectural features.

j. **Walls/Fences:** In the D-VCM Zone, chain-link, barbed and razor wire fencing shall be prohibited.

k. **Sidewalk Dining:**

- 1. Outdoor dining areas that encroach into the public right-of-way shall require an encroachment permit and must maintain a minimum 4-foot clearance which excludes planter areas, fire hydrants, street lights, other street furniture, and on-street auto parking overhang.
- 2. Encroachment permits for outdoor dining within public right-of-ways require the following information:
 - i) Location and brief description of the proposed encroachments.
 - ii) Provide a site plan showing local conditions, including street and sidewalk width, and location of all street furniture, acceptable to the City Engineer.

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- iii) Specify the number of tables requested and not to exceed amount.
- iv) Permit may be revoked by the City after a 30-day notice.
- v) Hours of operation shall be pre-determined through the encroachment permit and limited to an associated adjacent eating and drinking establishment.
- vi) No sound amplification device, musical instrument or sound reproduction device shall be operated or used with outdoor dining, and outdoor lighting shall comply with performance standards, and be approved by the City.
- vii) Prior to issuance and approval of a permit, a finding shall be made by the Office of the Community Development Director that the outdoor dining will not adversely affect the neighborhood nor be detrimental to persons residing, visiting or working in the area.
- viii) A liability insurance policy naming the city as additionally insured for \$1,000,000 shall be on file with the City Engineer.

- 5. **Signage Regulations:** The mandatory signage standards, and review and approval procedures under Chapter 30.60 of the Encinitas Municipal Code shall apply to signs under the D-VCM Zone.
- 6. **Design Recommendations:** In the D-VCM Zone, the Specific Plan Design Recommendations shall be considered in addition to the development standards in this section. The development standards shall take precedence if a conflict exists between a development standard and a design recommendation.

D. Zone: Office Mixed (D-OM)

This zone is intended to provide a zoning district that allows individual properties to develop as either residential, office professional, or a mix of both. In a mixed use, residential uses may be allowed on the same property or in the same structure, with the intent of providing housing opportunities and of mitigating the impacts between new mixed office professional and residential developments. This zone is unique to the east side of Third Street between E and F Streets, and is intended as a relatively low-intensity transition from the residential uses along Third and public school across the street, to the more active mixed-use district to the east along Second Street.

Office Professional is intended to provide primarily for the development of professional and administrative offices. The range of non-residential uses is intended to be limited to true office and similarly low-intensity uses.

Residential, as a primary use, is intended to provide single-family units (attached or detached), duplex units, and senior housing, with a maximum density of 15 units per net acre.

It is the intention of the D-OM Zone to allow for significant functional and physical integration of project components of different adjacent uses as well as mixed office professional and residential uses. Consideration will be given to joint use of parking, landscaping, specific D-OM types of uses and associated intensities, housing types and sizes of units, and overall architectural design.

The following principal uses shall be permitted in the D-OM Zone and are identified as either a permitted, minor use permit or major use permit. All other principal uses are prohibited.

1. Permitted Uses:

Day Care Center (more than 6 children/clients)
Dwelling Unit, One-Family
Dwelling Unit, Two-Family
Dwelling Unit, Three-Family
Dwelling Unit, Multiple Family
Educational Institution, Public
Employment Agency
Family Care Home (6 or fewer persons, accessory
to a single family dwelling only)
Family Day Care Home, Small or Large, (accessory
to a single family dwelling only)
Fire Station
Home & Business Maintenance Service
Home Occupations
Interior Decorating Service
Library
Medical/Dental Clinic
Medical/Dental Office
Mobile Home (individual dwelling unit)
Office (Business and Professional)
Optical Products Sales (Retail sales in conjunction
w/optometrist/optomologist prof. office)
Orthopedic Devices Sales (in conjunction w/related
medical office services)
Photographic Studio
Post Office
Postal Annex, Private Ownership
Public Utilities: Office
Real Estate Office
Rest Home, Convalescent Home (6 or less)
Schools, Public: (Elementary, Jr. High, High School)
Telephone Answering Service

2. Minor Use Permits:

Dance Studio
Fire Station
Museum
Nurseries, Horticultural

3. Major Use Permits:

Cellular Facility (Ord. 91-03)
Childrens' Homes (Orphanage)
Church/Temple/Religious Institution
Club, Athletic or Recreational
Club, Private
Congregate Care Facility (7 or more)
Congregate Housing
Convalescent Home (7 or more)
Convent and Monastery
Educational Institution, Private
Group Care (7 or more)
Hospital, Convalescent
Parks and Recreational Areas
Rest Home (7 or more)
Schools, Private: (Elementary, Jr. High, High School)
Schools, Technical
Transitional Housing

4. Development Standards:

- a. Net Lot Area:** 5,000 net square feet minimum.
- b. Lot Width:** 50 feet
- c. Lot Depth:** 100 feet
- d. First Story:**

Front Yard Setback: 0 feet¹

**Side Yard Setback
for each interior side:** 0 feet²

**Street Side
Yard Setback:** 0 feet²

Rear Yard Setback: 0 feet³

¹Ten-foot setback for residential uses.

²5-foot setback for residential uses.

³Ten (10) feet if the rear yard abuts a residential zone.

e. Second Story:

Front Yard Setback: 10 feet

**Street Side
Yard Setback:** 10 percent width of the lot with a maximum of 10 feet.

**f. Lot Coverage
maximum percentage:** 50 percent

g. Building Height maximum: 30 feet or two stories, whichever is less.

h. Floor/Area Ratio maximum: .65

i. Off-Street Parking: Off-street parking facilities shall be designed so that a car within a facility will not have to enter the street to move from one location to any other location within the same parking facility. For additional requirements, see Parking Requirements, Section 3.3.

j. Landscaping: 15 percent⁴ (See Section 4.8, Landscape Guidelines)

⁴Pedestrian plazas which include site amenities such as sculpture, fountains, planters, enhanced paving, etc. may be counted as landscaping. This does not relieve development sites of the requirement to provide minimum amount of trees and planting.

k. General Site Planning: In the D-OM Zone, the following development standards shall apply:

1. Site planning shall include consideration of adjoining parcels in terms of building configuration, building design, and scale of landscaping materials, circulation/parking configuration and access.
2. All uses shall be located within an enclosed building unless authorized by a Minor Use Permit.

l. Mixed Use Site Planning: In the D-OM Zone, the following development standards shall apply:

1. Residential uses shall be located either above or behind the primary office professional use.

2. Separate entrances shall be required for residential and office professional uses when occupying the same structure (This does not preclude secondary interior access between commercial and residential uses, in addition to required separate accesses, provided that residential access to or through commercial uses avoids unsafe commercial areas).
 3. Residential uses may not exceed 50 percent of the gross building floor area for a development site.
- m. Building Design and Use:** In the D-OM Zone, the following development standard shall apply:
1. All buildings are encouraged to minimize energy consumption, using such features as:
 - Cogeneration
 - Solar access
 - South facing windows with eave coverage
 - Double glazed windows
 - Deciduous shade trees
 - Good ventilation
 - Efficient lighting
 - Day lighting
- n. Additional Setbacks and Separation from Adjacent Land Uses:** In the D-OM Zone, the following development standards shall apply:
1. Where an office professional or mixed use development abuts an adjacent separate development site devoted exclusively to residential use, a masonry wall of no less than six (6) feet in height shall be required, and may be increased to eight (8) feet to resolve any noise or visual impacts. Said wall shall be measured from the highest finished grade at the property line. Where the adjacent grade of the abutting residential property is four or more feet lower or higher than the commercial site, the masonry wall shall be a minimum of six (6) feet in height. In addition, fifteen (15) gallon trees, twenty-five (25) feet on-center, and shrubbery between the trees shall be installed and maintained along the inside of the wall in a raised planter at least five (5) feet in width to provide a dense landscape screen.
- o. Access, Circulation, and Parking:** In the D-OM Zone, the following development standards shall apply:
1. Vehicular access shall be taken from the alley for all new development, and as feasible for additions to or remodeling of existing structures.

2. Where vehicular access off of Third Street is necessary, access shall be limited to one point for each 300 feet of frontage or one point per parcel if frontage is less than 300 feet.
 3. All alleys shall be retained for vehicular access, and shall not be vacated.
 4. Access points to adjoining lots shall be shared wherever feasible.
 5. Reciprocal ingress and egress, circulation, and parking arrangements shall be required to facilitate the ease of vehicular movement between adjoining properties where feasible, without the need to enter public streets;
 6. Sidewalks or other safe pedestrian walkways shall be located along Third Street;
 7. Parking areas shall be located off the alley or to the rear of a building for all new construction, and where feasible for additions to or remodeling of existing buildings. Parking areas abutting Third Street, "E" Street or "F" Street shall be screened by earth mounding, landscaping, low decorative walls, lowering the grade of the parking area below the street grade, or a combination of any of these methods.
- p. **Auxiliary Structures/Equipment and Utilities:** In the D-OM Zone, the following development standards shall apply:
1. All roof appurtenances including, but not limited to air conditioning units, and mechanical equipment shall be shielded and architecturally screened from view from on-site parking areas, adjacent public streets and adjacent properties;
 2. All ground-mounted mechanical equipment, including heating and air conditioning units, and trash receptacle areas, shall be completely screened from view;
 3. All utility connections shall be designed to coordinate with the architectural elements of the site so as not to be exposed except where necessary. Pad-mounted transformers and/or meter box locations shall be included in the site plan with an appropriate screening treatment. All new and existing utility connections within the boundaries of the project shall be placed underground, per Municipal Code Section 23.36.120. Transformer, terminal boxes, meter cabinets, pedestals, ducts and other facilities may be placed above ground provided they are screened.

4. All locations for trash and recyclable material storage visible from adjacent public streets and public view shall be enclosed by a six-foot high masonry wall with view-obstructing gates. Where feasible, trash and recyclable material receptacles shall be located off of the alley behind the building.
5. Outdoor storage areas shall be prohibited, except for accessory storage customarily appropriate to residential uses.

q. Landscaping: In the D-OM Zone, the following development standards shall apply:

1. Landscaping in office professional, mixed use or multi-family parking areas shall be predominantly trees to provide shade and visual relief. Parking areas located off of the alley, behind a building, shall not require landscaping providing the site landscaping requirement has been met.
2. Where feasible, landscaping in parking areas shall include one fifteen (15) gallon tree for every four (4) parking spaces evenly distributed throughout the parking area.
3. Where feasible, site landscaping shall include a combination of trees, shrubbery, vines, and groundcovers, all of which shall be drought-tolerant;
4. All landscaped areas shall be watered by an automatic irrigation system and regularly maintained in a healthy and thriving condition free of weeds, trash, debris;
5. A minimum of 15 percent of any development site area shall be landscaped; and street trees, in accordance with the specific plan Street Tree Master Plan, shall be provided along all street frontages.
6. Landscaping shall be in accordance with Section 4.8, Landscape Guidelines.
7. Additional Landscape Requirements
 - i. All new and rehabilitated landscaping projects that require a permit shall comply with the City's Water Efficient Landscape Ordinance (92-40) except for the following:

Exemptions

 - (1) Homeowner-provided landscaping at single-family and multi-family projects.

- (2) Registered historical sites.
 - (3) Ecological restoration projects that do not require a permanent irrigation system.
 - (4) Any project with a landscaped area less than 1,000 square feet.
- ii. Street trees shall be provided per the Street Tree Master Plan, see Chapter 7.0.
 - iii. All trees in paved areas shall be provided with "deep root" barriers and a 4' diameter tree well with automatic irrigation and metal grates.
 - iv. Soils testing for plant suitability is recommended on each site, with the resulting laboratory recommendations to be followed in terms of soil amendment specifications in landscape plans.

8. Installation and Maintenance

All required landscaping shall be properly installed, irrigated, inspected and permanently maintained prior to use inauguration or the issuance of a Certificate of Occupancy, whichever first occurs. The landscaping and irrigation shall be inspected as stated in the procedures and policy for landscaping and irrigation.

Maintenance of approved landscaping shall consist of regular watering, mowing, pruning, fertilizing, clearing of debris and weeds, the removal and replacement of dead plants, and the repair and replacement of irrigation systems and integrated architectural features.

r. **Lighting:** In the D-OM Zone, the following standards shall apply:

- 1. Lighting placed upon the building shall be architecturally integrated;
- 2. All light sources shall be shielded in such a manner that the light is directed away from streets or adjoining properties. Freestanding lamp posts shall be no taller than eighteen (18) feet. The intensity of light at the boundary of a development site shall not exceed seventy-five (75) foot lamberts from a source of reflected light.

- s. Architectural Features, Accessory Structures, Walls/Fences:** In the D-OM Zone, the following development standards shall apply:
1. Accessory structures shall not be located in front of or on the street side of the main building(s);
 2. Accessory structures shall meet all of the setback requirements for main buildings where applicable;
 3. Architectural features, such as canopies, eaves, steps, balconies, stairways, and others may project into any required setback area as allowed by the Uniform Building Code (UBC);
 4. Freestanding walls or fences between any street frontage and a principal building on site shall not exceed four (4) feet in height. Where a retaining wall is used to increase usable lot area, a wall or fence not exceeding four (4) feet in height also may be erected, provided that the wall or fence is set back a minimum of five (5) feet from the retaining wall.
 5. Chain link and barbed wire fencing shall be prohibited.
- t. Condominium Conversion:** In the D-OM Zone, the conversion of the project to condominium ownership shall meet all requirements of the zone within the constraints of the existing development.
- 5. Signage Regulations:** The mandatory signage standards, and review and approval procedures under Chapter 30.60 of the Encinitas Municipal Code shall apply to signs under the D-OM Zone.

3.2.4 Public/Semi-Public Zones

A. Zone: Civic Center (D-CC)

This zone district is intended to provide for activities operated by the City, County, or other governmental agencies such as the Encinitas Fire Protection District, school districts, water districts, and sewer districts. It applies to the site of the City's central administrative offices and Council Chambers acquired in 1992 (the previous "Vulcan Square" commercial center) and the adjacent water district and County library sites on Cornish Drive (the full block bounded by Cornish Drive, D and E Streets and Vulcan Avenue).

This Zone is unique among public/semi-public zones in the City, in that it recognizes the functions of the City's main public offices, "City Hall." The development standards are tailored to this district's specific setting, topography, and potentialities; for example, protective setbacks from adjacent residential districts; and specialized lot coverage and floor area ratio provisions. It also uniquely recognizes the appropriateness of a limited number and type of private local commercial opportunities, restricted to the immediate frontage of Vulcan Avenue, conveniently located to serve the proposed transit center facilities, for any future redevelopment of this site.

The following principal uses shall be permitted in the D-CC Zone and are identified as either a permitted, minor use permit or major use permit. All other principal uses are prohibited.

1. Permitted Uses:

Auditorium, public
 Bakery (Retail)¹
 Bicycle Sales, Rental and Service¹
 Book Sales¹
 Candy and Confectionery Sales¹
 Day Care Center
 Delicatessen¹
 Educational Institution, Public
 Fire Station
 Florist Shop¹
 Government Administrative Offices
 Gift Shop¹
 Health Food Store¹
 Ice Cream Parlor¹
 Library
 Market (food)¹
 Museum
 Meeting Facilities, public
 Newsstand¹
 Parks and Recreational Areas
 Pharmacy¹
 Photocopy Shop¹
 Police/Sheriff Station/Jail
 Post Office

¹Limited to Vulcan Avenue frontage only, per limitations under this zone.

Postal Annex, Private Ownership¹
Public Utilities: Office
Recreational Facilities Public
Shoe Repair/Sales¹
Stationery Store¹
Places of Public Assembly

2. Minor Use Permits:

Charitable Bins and Depositories (accessory)

3. Major Use Permits:

Cellular Facility (Ord. 91-03)
Electrical Distribution Substation
Garage, Public parking
Open Air Theater
Public Utility Service Yards

¹Limited to Vulcan Avenue frontage only, per limitations under this zone.

4. Development Standards: Except as specified below, the development standards specified under Chapter 30.28 of the Encinitas Municipal Code (P/S-P Zone) shall apply under the D-CC Zone. In case of conflict, the standards specified below shall prevail.

a. Vulcan Avenue Setback: 0 feet

b. D Street Setback: 20 feet

c. E Street Setback: 20 feet

d. Cornish Avenue Setback: 20 feet

e. Interior Yard Setback: 0 feet

f. Building Height: Building height shall be limited to one story or 12 ft., for that portion of the zone district fronting Cornish Drive and extending westward 230 ft. from the street right-of-way along Cornish Drive. Westward from there, building height shall be limited to a horizontal extension of the height limit established above, and in addition shall not exceed 30 ft. In addition, any proposal for new development, building additions, or structure remodels which would increase existing building heights, shall be subject to design review to determine that no private views from adjacent residential properties or significant public views will be blocked.

g. General Site Planning: It is intended that all development and uses on all parcels under the D-CC Zone be integrated under a unified civic center site design. A proposal for development on a portion of the

zone district shall anticipate and accommodate integration with the remainder of the district, including but not limited to the following:

1. Integrated architectural design and style of structures.
 2. Shared pedestrian access and walkways as feasible.
 3. Shared auto access and parking as feasible.
- h. Building Design and Use:** In the Civic Center Zone, the following development standards shall apply:
1. Any private commercial use shall be limited to building floor area fronting Vulcan Avenue.
 2. Private commercial uses shall not exceed a maximum of 1,000 square feet per establishment.
- i. Access, Circulation, and Parking:** In the Civic Center Zone, the requirements of Chapter 30.54 of the Encinitas Municipal Code shall apply; in addition, parking for substantial new civic center development is encouraged to be located underground.
- j. Landscaping:** In the Civic Center Zone, the following development standards shall apply:
1. Landscaping for parking areas shall not be required, for parking located underground.
 2. A minimum of 25 percent of the site area shall be landscaped and street trees in accordance with the specific plan Street Tree Master Plan shall be provided along all street frontages. Pedestrian plazas which include site amenities such as sculpture, fountains, planters, enhanced paving, etc. may be counted as landscaping. This does not relieve development sites of the requirement to provide minimum amount of trees and planting.
 3. Landscaping shall be in accordance with Section 4.8, Landscape Guidelines.
 4. Additional Landscape Requirements
 - i. All new and rehabilitated landscaping projects that require a permit shall comply with the City's Water Efficient Landscape Ordinance (92-40) except for the following:

Exemptions

- (1) Homeowner-provided landscaping at single-family and multi-family projects.
- (2) Registered historical sites.
- (3) Ecological restoration projects that do not require a permanent irrigation system.
- (4) Any project with a landscaped area less than 1,000 square feet.

- ii. Street trees shall be provided per the Street Tree Master Plan, see Chapter 7.0.
- iii. All trees in paved areas shall be provided with "deep root" barriers and a 4' diameter tree well with automatic irrigation and metal grates.
- iv. Soils testing for plant suitability is recommended on each site, with the resulting laboratory recommendations to be followed in terms of soil amendment specifications in landscape plans.

5. Installation and Maintenance

All required landscaping shall be properly installed, irrigated, inspected and permanently maintained prior to use inauguration or the issuance of a Certificate of Occupancy, whichever first occurs. The landscaping and irrigation shall be inspected as stated in the procedures and policy for landscaping and irrigation.

Maintenance of approved landscaping shall consist of regular watering, mowing, pruning, fertilizing, clearing of debris and weeds, the removal and replacement of dead plants, and the repair and replacement of irrigation systems and integrated architectural features.

- k. **Accessory Structures and Walls/Fences:** In the Civic Center Zone, Chain link and barbed wire fencing shall be prohibited.

5. **Signage Regulations:** The mandatory signage standards, and review and approval procedures under Chapter 30.60 of the Encinitas Municipal Code shall apply to signs under the D-CC Zone.

Civic Center (D-CC)

- 6. Design Recommendations:** In the Civic Center Zone, the Specific Plan Design Recommendations shall be considered in addition to the development standards in this section. The development standards shall take precedence if a conflict exists between a development standard and a design recommendation.

B. Zone: Public/Semi-Public (D-P/SP)

Public/Semi-Public is intended to provide for activities operated by the City, county, or other governmental agencies such as the Encinitas Fire Protection District, school districts, water districts, and sewer districts; other semi-public uses, such as hospitals and other private institutions also may be included.

Use and development standards pursuant to Section 30.28.010, P/SP Zone of Title 30 of the Encinitas Municipal Code shall apply.

3.2.5 Ecological Resource/Open Space/Parks Zones

A. Zone: Moonlight Beach Park (D-MBP)

This zone applies to all Moonlight Beach Park property and related lands set aside for the public's use as a passive and active community recreational area. Development is intended to be generally consistent with the concept Moonlight Beach Master Plan. The concept plan features picnic and viewing areas; volleyball courts; a tennis court; a basketball court; tot lot; fire rings; restroom, concession and maintenance building; Cottonwood Creek riparian zone and native planting; walkways; and substantial public parking. No private development may occur within this zone. Note the suggestion for additional underground parking in Chapter 1, "Unique Site Opportunities," for Moonlight Beach.

The Moonlight Beach Master plan is a concept plan, and has not been subject to required environmental review. Specific development of Moonlight Beach, other than accommodation of essential utility lines, shall be subject to major conditional use permit approval, pursuant to Title 30 of the Encinitas Municipal Code. The specifics of Moonlight Beach development shall be as determined through the conditional use permit process and related required environmental analysis and review Development standards pursuant to Chapter 30.32 of Title 30 of the Encinitas Municipal Code shall apply. Also refer to Sections 1.1 and 3.1 of this Specific Plan.

B. Zone: Neighborhood Park (D-NP)

This zone applies to land developed as the Mildred MacPherson Park, and is set aside for the public's use as a passive and active neighborhood recreational area; no private development may occur within this zone.

Any further park development shall be subject to minor conditional use permit approval, and development standards pursuant to Chapter 30.32 of Title 30 of the Encinitas Municipal Code. Also refer to Sections 1.1 and 3.1 of the specific plan.

C. Street End Parks

The west ends of B and C streets are incorporated as part of the Moonlight Beach park. The street end of D Street is developed as an ocean-viewing vista point and beach access; the end of I Street is partially developed as a vista point. The west ends of F, H, and J streets are designated by the General Plan Resource Management and Recreation elements as vista points to be developed. As a practical matter, the end of G Street reaches through to the ocean bluff and may also have potential as a street-end vista point. These existing and potential vista points are public street rights-of-way. They need to be subject to land use and development regulation, similar to private properties, if used as street-end vista points, beach access or "mini-parks."

Under this specific plan, the west end-streets of D, F, G, H, I and J streets may be developed and used as vista points, beach accesses or "mini-parks," subject to minor conditional use permit approval, and appropriate development standards per Chapter 30.32 of the Encinitas Municipal Code; and in addition shall comply with policies and provisions of the Encinitas General Plan, Land Use, Resource Management and Recreation elements, related to vista points and beach accesses.

3.2.6 Transportation Corridor Zone (D-TC)

The Transportation Corridor zone of this specific plan is intended to ensure the preservation of lands in the coastal railroad corridor for public transportation needs; and for appropriate secondary uses including, recreational trails, public parking, public street improvements and parks, as long as the primary transportation use is not inhibited.

The following uses shall be permitted in the D-TC Zone. All other uses are prohibited:

1. **Permitted Uses:** Establishment and development of permitted uses shall be subject to Design Review.

Bus Stop (drop-off & pick-up only)¹
Cellular Facility (Ord. 91-03)
Gas Distribution, Meter and Control Station
Limousine/Shuttle Bus Stop - 2 spaces (drop-off & pick-up only)¹
Newsstand¹
Public Parking
Rail Station
Public Recreational Trails/Linear Park
Recycling Facilities (see Recycling Facilities, Chapter 30.56, Title 30 of the Encinitas Municipal Code)¹
Taxi Stop - 2 spaces (drop-off & pick-up only)¹
Utility Lines - Sewer, Gas, Petroleum, Telephone, Electric²

2. **Major Use Permits:**

Public Parking Structure

¹In conjunction with a rail station only.

²New lines shall be placed underground except high voltage electrical transmission lines.

3. **Development Standard:** The development and parking requirements and regulations applicable through Title 30 of the Encinitas Municipal Code under the GC Zone, shall be considered for any development in the D-TC Zone. Applicable design guidelines under Chapter 4.0 of this Specific Plan shall also apply. In the event of any conflict, the provisions of this Specific Plan shall prevail.

3.2.7 Special Purpose Overlay Zones

The provisions, restrictions and requirements of the following zoning overlays apply in addition to site-specific zoning established under this specific plan.

A. Overlay Zone: Coastal Bluff (CBO)

Coastal Bluff Overlay is intended to provide recognition of the bluff areas as dynamic land-ocean interfaces that are subject to change as a result of natural and man-made factors, and which must be considered as a constraint to development. Refer to Section 3.1, Residential West and Moonlight Beach Park Subdistricts.

The application of this overlay and development standards pursuant to Section 30.34.020 of Title 30 of the Encinitas Municipal Code shall apply.

B. Overlay Zone: Scenic/Visual Corridor (SVC)

Scenic/Visual Corridor Overlay is intended to identify those areas where significant aesthetic and visual resources are present (Ord.89-41). Refer to Section 3.1, First Street Corridor Subdistrict.

The application of this overlay and development standards per Section 30.34.080 of Title 30 of the Encinitas Municipal Code shall apply.

C. Overlay Zone: Hillside/Inland Bluff (H/IBO)

Hillside/Inland Bluff Overlay is intended to provide recognition of hillside and inland bluff areas as sensitive natural features which represent significant constraints to development. Refer to Section 3.1, Cozen's Site Subdistrict.

The application of this overlay and development standards per Section 30.34.030 of Title 30 of the Encinitas Municipal Code shall apply.

D. Overlay Zone: Cultural/Natural Resources (C/NRO)

Cultural/Natural Resources Overlay is intended to provide recognition of areas containing important man-made cultural and historic resources, and ecologically sensitive plant and animal habitats, as constraints to development. Refer to Section 3.1, Moonlight Beach Park Subdistrict and Chapter 8.0.

The application of this overlay and development standards per Section 30.34.050 of Title 30 of the Encinitas Municipal Code shall apply.

3.3 PARKING

3.3.1 Introduction

Early in the specific plan process, parking needs were identified as an issue of substantial concern for the Downtown Encinitas area. Parking which is customer-convenient, as well as having an adequate number of spaces, is seen as vital to the long-term success of the commercial districts on First and Second Streets. Adequate parking in these districts will help avoid the nuisance of overflow parking onto adjacent residential streets. In the planning area as a whole, adequate parking requirements for new development will assure future access and avoid the kind of congestion and street overcrowding too often exhibited in southern California coastal neighborhoods.

The traditional zoning strategy for providing adequate and convenient parking has been simply to require development to provide off-street parking on each development site as per ratios of parking demand created by each land use. This is a time-tested strategy which has proven largely successful and which should continue to be used as applicable. The ability to use this approach in the First and Second Street corridors, however, is limited by existing older development and small lot sizes. It often is not possible to provide the number of off-street parking stalls which city standards require on these smaller lots with existing buildings limiting site layout.

Relying on standard off-street parking requirements for the First and Second Street Subdistricts, then, does not appear realistic; could stifle economic development by discouraging new commercial uses; and could even encourage consolidation of lots and demolition of existing buildings. These effects would be directly contrary to the goals of economic development and maintenance of the historic and "mainstreet" character of the Downtown Encinitas area.

For these reasons, this specific plan provides special parking strategies for the First and Second Street Corridor Subdistricts. These are designed to provide adequate parking but still retain the character of the downtown commercial core.

Parking incentives, as well as requirements, also are provided. The modification of parking requirements can be a powerful inducement to the achievement of certain goals; in this case, the economic rehabilitation of existing buildings, and the affordability of dwelling units. Such inducements are limited so as not to defeat the goal of assuring adequate parking.

These strategies relate primarily to the First and Second Street corridors. Remaining subdistricts of the specific plan present a range of planned land uses. Primarily, land use and development in these subdistricts is expected to satisfy parking demand by traditional off-street parking development. Combined, the parking requirements and strategies in the Downtown Encinitas Specific Plan should satisfy parking need, and assure public accessibility in this

coastal district. Following are descriptions of the parking strategies applied to each subdistrict.

3.3.2 Parking Strategies

A. Haciendas de la Playa Condominiums Subdistrict

Haciendas de la Playa Condominiums Subdistrict consists entirely of the Haciendas de La Playa condominium development. This is a relatively recent development and already provides off-street parking to meet its generated demand. Planning and zoning under this specific plan (D-R15 Zone) match its existing residential density and character and no significant new development is expected on this site. There is no need for special parking strategies for this subdistrict. The parking requirement for this subdistrict carries over the standard off-street parking requirement from the citywide R-15 Zone.

B. Residential East Subdistrict

Residential East Subdistrict is the "residential east" neighborhood. This subdistrict is nearly all residential (D-R11 Zone) with the exception of the Mildred MacPherson Park site, the Derby House, and two office buildings north of the Derby House on Vulcan Avenue.

Due to the current, incomplete improvement of neighborhood streets in the interior of this subdistrict and the desire to keep them minimal and "rustic" in character, these streets cannot be relied upon to accommodate parking. Vulcan Avenue will provide on-street parking opportunities intermittently (Reference Chapter 5, street improvements for the Residential East subdistrict). For these reasons it is vital that this subdistrict require adequate off-street parking with development. This specific plan requires provision of off-street parking for all new development as per citywide standards for all zones in this subdistrict.

Off-street parking for the office buildings on Vulcan Avenue (D-OP Zone) is already provided by those developments. The Derby House (D-LVSC) site consists of four original lots with enough open area to apparently meet parking needs for increased usage.

Neighborhood parks are not required by standards to provide any off-street parking, but Mildred MacPherson Neighborhood Park includes on-street parking along Vulcan Avenue between I and J Streets. The width of the street for parking here may be wide enough to consider diagonal parking spaces, but safety of traffic along Vulcan Avenue must be considered.

C. Residential West Subdistrict

The Residential West Subdistrict is mostly several zones which are exclusively residential (D-R8, D-R15, D-R25), and also includes the Pacific View Elementary School (D-P/SP Zone) and the small mixed residential/office zone immediately

east of the school (D-OM Zone). Streets in this subdistrict range from formal and broad, providing on-street parking, to very informal and minimal, little more than alleys providing minimum access. The school itself generates a certain amount of intermittent on-street parking demand, and this plan provides that adjacent streets be restricted for drop-off parking.

Even with planned parking resources for Moonlight Beach, the general draw of the coastline for active and passive public access is likely to create an increasing demand for street parking over time; note the existing and additional new passive street-end coast viewpoints along the western edge of this subdistrict. For these reasons, this specific plan requires that uses in all of the zones of this subdistrict provide required parking off-street per the specified parking ratios, as development occurs. No other strategies are applied to this area.

Moonlight Beach should continue to be a strong parking draw. Substantial off-street parking facilities are included in master planning for Moonlight Beach; and a suggestion is made for additional, underground parking at the main upper parking lot for the beach (Reference Chapter 3, D-MBP and Chapter 1, "Unique Site Opportunities").

D. First Street Corridor Subdistrict

First Street Corridor Subdistrict, as noted above, is one of the key subdistricts where specialized parking strategies are provided to meet parking needs while maintaining district design and character. The intent is to allow the combination of these strategies, as applicable, to the total parking requirement for each individual use or development.

- The first strategy is a redefined set of parking ratios for commercial and office uses for the Downtown Encinitas plan area. The commercial parking ratios in the citywide zoning code are based on the expectations of contemporary development, that is, new development on relatively large lots with large building occupancies available. The prevailing commercial development along First Street, however, is very small lot size and related small building occupancies.

This specific plan provides revised parking ratios for selected commercial and office uses, recognizing the prevailing small lot and building occupancy sizes for commercial uses in this area, with the result that a greater proportion of building floor area (compared to more contemporary, larger-lot and larger-building commercial development) is devoted to necessary utility, storage, and other operations rather than customer or employee space. Since it is the "people-space" part of an occupancy which generates the most parking demand, the effect is a lower parking requirement per gross building floor area for smaller-lot/smaller building development.

- The second strategy is to allow on-street parking which is immediately adjacent to a development site to count toward the parking requirement for uses on that site. Usually, parking requirements must be satisfied exclusively by off-street (on-site) parking. This is because of the frequent need to restrict or remove on-street parking in commercial districts over time, as build-out occurs and traffic patterns change. In the Downtown Encinitas area, however, the pattern of development is largely established on First Street, and reliable predictions of future build-out traffic levels are provided. On-street parking on First Street and its side streets is established and will not be required to be removed. This provides a reliable resource of parking which, even if time-restricted, is available for customer use.

This specific plan allows adjacent on-street parking to be proportionally counted toward the parking requirements for commercial and office uses (reference Parking Standards, Section 3.3.3). Related to this, this plan also calls for the pattern of angled parking on First Street to be carried further south, and to be re-stripped to city standards to provide the maximum number of spaces. (See Chapter 4.0, streetscape plan for First Street and Chapter 11.0, capital improvement plans for First Street). Parking on First Street is required to be time-restricted to a two-hour limit to insure availability for customer use.

- The third strategy is an incentive for the remodeling and reuse of existing buildings in the First Street corridor. This is an economic development strategy for the Downtown Encinitas area. Citywide standards currently allow existing buildings a parking "break" in that, when an addition is proposed to an existing building, if the development site will not allow the full parking requirement to be provided, the parking requirement must be met only for the floor area of the new addition rather than the whole building. Upon a change of use, however, if the new use has a higher parking ratio requirement than the previous use, citywide standards require the full parking requirement for the new use to be provided. This specific plan allows existing buildings the same parking break as in the current citywide standards but expands it to apply to any change of use, irrespective of the parking ratio requirement. This applies only insofar as the development site is restricted so as to preclude the provision of parking. To the maximum extent possible, based on development standards under the specific plan, the maximum number of parking spaces must be provided up to the number required by the parking ratios.
- The fourth parking strategy is an incentive for affordable housing. The mixed-use zone for the First Street corridor allows a limited amount of attached residential, apartment-type dwellings in conjunction with commercial use. The parking required for these mixed-use units is a maximum of two spaces per dwelling. This specific plan allows a parking reduction for units which are guaranteed affordable to low or

Parking

very-low income households, as defined under the city's Housing Element, to one space per unit. Note that all parking for residential units in mixed-use development must be provided off-street, on-site.

- As noted under the Railroad Corridor Subdistrict, development of a transit station in the Downtown Encinitas area would remove existing informal parking which is used by customers of First Street businesses, and provide formal parking for users of transit (the City has asked that the parking lot leased to the local Chamber of Commerce on rail right-of-way along Vulcan Avenue between D and E Streets, be replaced, along Vulcan Avenue south of E Street). Due to location (proposed north of Encinitas Boulevard), the proposed second phase of 200 parking spaces for the station would not be useful as potential joint-use parking for the downtown commercial area. The first-phase of formal station parking, approximately 236 spaces, would be relatively convenient by location and has been discussed for possible joint-use for First Street businesses. In this regard, it is important to note that transit station parking will be co-opted and unavailable for any other use Monday through Friday during peak daytime business hours, approximately 6 a.m. to 7 p.m.

For this reason, this specific plan proposes to allow for joint use of transit station parking as a strategy for the First Street Corridor Subdistrict, under limited conditions. The La Paloma Theater is a use expected to generate significant demand during evening hours, and is located immediately adjacent to the transit station's proposed parking. This specific plan provides that parking for the La Paloma, and other businesses which are immediately adjacent and accessible to transit station parking, which can demonstrate a parking demand during evening/weekend hours, may be satisfied by a recorded joint-use agreement for transit station parking to be approved by conditional use permit. However, in no circumstances shall exclusive or joint use of the transit center parking lot be permitted to satisfy parking requirements for any existing or proposed development during peak transit center station hours (weekday business hours). *Amended 5/11/95 (Ord. 95-04)*

Other parking strategies for the First Street Subdistrict have been considered. It is possible, through formation of a parking assessment district and allowance of in-lieu parking fees, to pursue a system of public parking lots located along the corridor. The land for these shared public lots would have to be bought and the lots developed. These costs would have to be covered, as well as the question of which properties to use for such purpose, and how to earmark them for this purpose short of condemnation. Also to be considered is the appearance and design effect of open auto parking lots along this "Main Street" corridor.

Subsequent to the adoption of the specific plan, the City may pursue the creation of a system of public parking lots for the Downtown Encinitas commercial core.

E. Second Street Corridor Subdistrict

Second Street Corridor Subdistrict, along with First Street, is provided with several parking strategies for land uses to take advantage of.

- The revised parking ratios under this specific plan will be applied to commercial and offices uses along Second Street.
- Commercial and office uses in this subdistrict also are allowed to proportionally count on-street parking toward their parking requirement.
- To increase the yield from the strategy mentioned above, the streetscape plan for the Second Street corridor includes a re-striping to create diagonal parking along the east side of the street.
- On-street parking along Second Street and its adjacent side streets is to be time-restricted to a two-hour limit during daytime hours to maximize this parking pool for customer convenience.
- As with First Street, a parking incentive is provided for the remodeling and reuse of existing buildings along Second Street.
- The parking incentive for dwelling units guaranteed as affordable to low or very low income households applies in the Second Street corridor as well as First Street. This applies to units in mixed commercial-residential developments and in stand-alone residential projects. Note that parking required for residential uses in this subdistrict must be provided exclusively off-street. Please refer to the discussion above under First Street Corridor Subdistrict for further details of these parking strategies.
- A Downtown Encinitas commercial parking district, if established, may apply to Second Street as well as First Street

F. Cozen's Site Subdistrict

Cozen's Site Subdistrict provides another mixed-use zone which anchors the north end of the Downtown Encinitas commercial core. This development site is allowed to have a more intensive building envelope than most other districts, and it is anticipated that this will support a basement level of parking. This provides a large parking potential to draw upon, and no other parking strategies are set forth for this subdistrict. Development on this site is required to satisfy its parking requirement with on-site parking.

The parking incentive for dwelling units guaranteed as affordable to low or very low income households, which applies in the First and Second Street corridors, also applies in the Cozen's Site Subdistrict. This applies to units in mixed commercial-residential developments.

G. Civic Center Subdistrict

This Subdistrict is the civic center site recently purchased by the City. Existing building square footage in the original shopping center, fronting on Vulcan Avenue, has been remodeled for municipal and Fire District offices. Existing San Dieguito Water District offices, fronting on Cornish Drive, have been incorporated into this use. The county branch library on Cornish Drive remains. This is the short-term use for this subdistrict anticipated by this specific plan. In the long term, the development of a comprehensive new civic center and library complex is possible in this subdistrict, and also is provided for by this plan.

Both these short-term and long-term uses should be responsible for providing off-street and on-site parking to meet the demand created by the combination of public offices and services. No special strategies are provided for this subdistrict, other than requiring off-street parking with development. citywide parking requirements are carried over to apply to the zoning of this subdistrict.

It is possible that future Civic Center redevelopment may result in excess parking capacity. At that time, consideration may be given to the allocation or joint-use availability of such excess.

H. Moonlight Beach Park Subdistrict

Moonlight Beach Park Subdistrict is the Moonlight Beach Community Park. The continued development of this park is subject to conditional use permit review, which must insure the provision of adequate off-street parking. No specific parking ratio is established for public parks; rather, each development is required to provide a site-specific parking study to establish parking demand. While the plan review process for Moonlight Beach will determine the location of beach parking, it may be anticipated that the existing public lot on top of the bluff overlooking the beach will continue to be used for parking; in addition, a string of physically separated lots on the north side of B Street which are publicly owned as part of Moonlight Beach and included in this subdistrict may be available for development as beach parking lots.

I. Railroad Corridor Subdistrict

Railroad Corridor Subdistrict is the railroad right-of-way. Presently, portions of this right-of-way are used for "common" public parking for the adjacent downtown commercial district (in informal dirt parking behind the La Paloma Theater and more formally in the paved Chamber of Commerce lot along Vulcan Avenue between D and E Streets). This open public parking is expected to be removed by the proposed Encinitas Transit Station, which is proposed to use all of the right-of-way from Encinitas Boulevard to E Street. The loss of this source of "extra" parking for First Street corridor businesses underscores the need for adequate, combined parking strategies for the First Street Corridor Subdistrict.

This specific plan requires that the station satisfy its own parking demand by providing adequate off-street parking spaces. The initial phase of the station's development is proposed to provide approximately 236 parking stalls, in off-street lots off of Vulcan Avenue and D Street. The ultimate build-out of the station is proposed to expand this off-street parking to approximately 450 total spaces. At this time, the location of the future additional parking spaces is proposed to be developed north of Encinitas Boulevard, to access by pedestrian bridge south to the train station. The City has asked that the Chamber of Commerce parking lot be replaced, along Vulcan Avenue south of E Street.

3.3.3 Parking Standards

A. Purpose

1. The provisions set forth in this section are for the purpose of providing convenient vehicle parking. The parking requirements set forth herein are to be considered the minimum necessary for the specified land uses, within the zones created under this specific plan.
2. The intent of these provisions is to provide adequately designed vehicle parking with sufficient capacity and adequate circulation to minimize traffic congestion and promote public safety and convenience. It shall be the responsibility of land owners, developers, and/or operators to provide and maintain adequate parking, to the minimum requirements set forth herein.

B. General Provisions

1. The specified provisions of this section supersede, and otherwise are supplementary to, the comprehensive parking regulations set forth in Chapter 30.54 of the city of Encinitas Municipal Code. Unless otherwise specified herein, the provisions, requirements and standards of Chapter 30.54 of the Municipal Code shall apply. In case of conflict between the provisions set forth herein and the provisions of Chapter 30.54, the provisions set forth herein shall apply.
2. All required parking shall be off-street, on the same site as the land use it serves, unless otherwise provided by these regulations.
3. Off-street parking for a land use may be provided on an immediately adjacent development site, by discretionary design review, provided that the adjacent site is under the same zoning as the development site; access from the use to

Parking

said parking is unimpeded; said parking is not counted toward the required parking of any other land use; and said parking is reserved for the land use by a recorded, irrevocable easement to which the City is a party.

4. Joint-use of parking shared between uses may be approved, as provided by Section 30.54.050 of the Municipal Code.
5. A public alley may be counted toward the required back-out and maneuvering aisle space for on-site parking which is immediately adjacent to said alley.

C. Schedule of Required Parking

1. The number of required vehicle parking spaces for any land use or combination of uses shall be no less than pursuant to the following table, except as otherwise provided in this section. For land uses not specifically covered by the following table, the requirements of Sec. 30.54.030 of the City of Encinitas Municipal Code shall apply.

Table 3
Required Parking

<u>Use</u>	<u>Parking Spaces Required</u>
Mixed Use Residential Dwellings: Studio Units and One Bedroom Units - Two or More Bedroom Units -	1.5 spaces per unit 2 spaces per unit
Office & Commercial Developments of 6,000 sq. ft. and less of gross building floor area: General Offices; Professional Services including Attorneys, Financial Institutions, Accountants, Realty Offices, etc.; Medical, Dental, Veterinary Offices/Clinics; Government Offices	1 space for each 300 sq. ft. of gross building floor area
Restaurants, Bars, Lounges	1 space for each 100 sq. ft. of gross building floor area and outdoor dining area
Take-out Restaurants, no seating	1 space for each 250 sq. ft. of gross building floor area
Personal Service Commercial Uses, including Beauty Shops, Nail Salons, Hair Salons, Barber Shops, Dry Cleaners, etc.	1 space for each 250 sq. ft. of gross building floor area
Other individual retail uses and commercial services except as otherwise specified	1 space for each 300 sq. ft. of gross building floor area

Parking

2. **First Street Corridor and Second Street Corridor Subdistricts, Zones D-CM-1, D-CM-2, and D-VCM:** Residential units in mixed-use projects which are guaranteed to be affordable to low and very-low income households as defined in the City of Encinitas Housing Element, shall have their parking requirement reduced to one, off-street parking space per dwelling unit.
3. **First Street Corridor and Second Street Corridor Subdistricts, Zones D-CM-1 and D-CM-2:** The following parking provisions apply to non-residential uses, only. Notwithstanding these provisions, the maximum number of parking spaces shall be provided for each development site, to the maximum number possible based on current site development standards, not to exceed the number required by the schedule of required parking above.
 - a. A proportional share of on-street parking shall be counted toward the required number of parking spaces for non-residential uses for a development site, as follows: For each block face on which the development has street frontage, the total number of on-street parking spaces after completion of all street improvements under this specific plan shall be calculated. For each frontage, the development site shall count towards its non-residential parking requirement its share of on-street spaces based on proportion of street frontage on that block.
 - b. For additions to or increases of gross floor area of existing buildings, or new development proposed to replace existing buildings on the site, the number of required parking spaces is the fewer of either: the total number required for the development site for the combination of uses per the ratios specified above; or the number of existing parking spaces on the development site before new development; plus additional spaces as required by the ratios specified above for the proposed addition or increase in floor area.
 - c. For any change of use in an existing building, not related to an addition to or increase of gross building floor area: the required number of parking spaces shall be limited to the maximum number that the development site together with its proportional share of on-street parking can yield under current development standards.

Parking

of said parking during weekday evening and weekend hours, and subject to approval of minor conditional use permit, provided the following are demonstrated:

- a. The site of the use is adjacent to and has immediate pedestrian access to the transit station parking;
- b. The use will generate its parking demand during hours when the transit station parking is not required for transit customer use.

In no circumstances shall exclusive or joint use of the transit center parking lot be permitted to satisfy parking requirements for any existing or proposed development during peak transit center station hours (weekday business hours). *Amended 5/11/95 (Ord. 95-04)*

4.0 DESIGN RECOMMENDATIONS

4.1 Introduction and Purpose

Design Recommendations as part of this Specific Plan are intended to inform and guide property development and redevelopment in Downtown Encinitas.

One of the basic intents of these Design Recommendations is to encourage good design that is compatible with other well designed buildings, without severely restricting the building owner's preferences or the dictates of economics regarding materials and style.

Another intent of these recommendations is to provide the property owner, developer, architect and designer with a framework of discretionary statements or recommendations that, if followed, will in many cases yield City approval. It is not the intent of the recommendations, however, to discourage innovative design or individual expressions. The applicant who wants to create an innovative project without following all of the recommendations is encouraged to do so, with the understanding that the project simply may be subject to higher levels of discretionary or subjective City reviews, and may be approved or denied by the City on the basis of meeting or not meeting the intent of the Recommendations.

A development applicant should understand that these Recommendations are not regulatory, such as the Development Regulations, but rather discretionary on the part of the City's approval authority. Language will state "very strongly encouraged" or "encouraged" on items the City would like to see in a development project. Therefore, if any discrepancies or inconsistencies between these recommendations and the Development Regulations occur, the Development Regulations take precedence.



One of downtown's unique historic assets.

Creation of a healthy revitalization climate in the downtown is another key purpose of these recommendations. As new development and rehabilitation occur under the auspices of these recommendations, other property owners are encouraged to invest in improvements, knowing that their efforts will be matched by their neighbors.

4.2 Development Subject to Design Review

1. All new building, landscaping, exterior alterations or construction projects, whether they require any other City permit or not, are subject to design review unless exempted by the next section, *Section 4.3 Exemptions from Design Review*. It is important to note that these recommendations do not affect existing buildings which are not proposed for new construction, landscaping, or exterior alterations.
2. Unless otherwise provided herein, the provisions of this Chapter supersede the provisions of Title 23, Section 23.08 of the Municipal Code for application to the area designated as the Downtown Encinitas Specific Plan. Limitations to uses and approvals required under use regulations, Chapter 3.0 of this specific plan, are not affected by this Design Review exemption.
3. The following sections of the Encinitas Municipal Code apply to the process of design review for properties within the area designated as the Downtown Encinitas Specific Plan area: 23.08.020, Prohibitions; 23.08.040, Authority to Grant Permits; 23.08.050, Notice; 23.08.060, Procedure; 23.08.070, Final Determination; and 23.08.072, Regulatory Conclusions - Generally.

4.3 Exemptions from Design Review

When in compliance with all other City ordinances, regulations, and provisions of this Specific Plan, the following projects are exempted from all provisions of Design Review. Limitations to uses and approvals required under use regulations, Chapter 3.0 of this specific plan, are not affected by this Design Review exemption.

1. Walls and fences of 6 feet or less in height.
2. Construction underground, which will not leave any significant, permanent marks on the surface after completion. Utility boxes, pipes, and poles shall be considered "significant permanent marks". Street furniture shall be exempt unless, part of a development proposal (i.e. sidewalk cafe) or City streetscape project requiring discretionary approval.
3. Maintenance work on buildings, landscaping or grounds which does not significantly alter the appearance or function of the building, landscaping, or grounds.

Development Subjected to Design Review and Exemptions

4. Minor exterior alterations to buildings which do not result in an increase in floor area and are substantially consistent with the existing building design and character per the determination of the Director of Community Development.
5. Change of message/copy on existing signs. This shall not include substantial reconstruction of existing nonconforming signs.
6. Interior remodeling work.
7. The construction or landscaping of one single-family detached dwelling or an addition or accessory structure to a single family detached dwelling.
8. Landscape maintenance and upkeep, including relatively minor replacement of plants.
9. Private residential, accessory swimming pools, spas, patio covers, lath houses, decks, and balconies provided that zoning and specific plan standards are met.
10. Temporary facilities as defined in the Uniform Building Code.
11. Exterior repainting, providing color palette is consistent with Specific Plan Design Recommendations.
12. Roof maintenance and repair. Roof Reconstruction or use of different materials is subject to design review as determined by the Director of Community Development.

4.4 Appeals

1. Any person aggrieved by a final determination made under the authority of this Chapter may seek review by the Arbitration Committee or file an appeal with the next higher authority pursuant to Chapter 1.12 of the Encinitas Municipal Code.
2. A final determination by the Director of Community Development or the Planning Commission may be appealed only to the City Council.

4.5 Commercial Design Recommendations

4.5.1 Introduction

The central downtown area of Encinitas is representative of many historic small beach town commercial areas in California. Commercial uses are typically laid out on fairly narrow lots. The buildings are generally immediately adjacent to the sidewalk with parking being provided on street, behind or alongside the structure. As one moves from First Street, the primary downtown commercial corridor, other streets reflect more mixed land uses with a mixture of residential and commercial structures.

The following recommendations are established to promote commercial development complimentary to the existing pattern of development relative to height, pedestrian scale, building bulk and mass, storefronts, signs, setbacks, and parking; to provide a pedestrian atmosphere which takes precedence over the automobile; and to promote and maintain that elusive "beach town" atmosphere.



This picture provides a historical context of how First Street looked in the 1920's.

4.5.2 General Commercial Recommendations for Compatibility and Context

This section provides general design principles which are applicable to downtown commercial retail, service, and office uses. This section provides the basic concepts of traditional beach downtown design. The general guidelines are to be used in conjunction with other, more specific recommendations for downtown commercial development found in subsequent parts of this section. This section is applicable to the First Street, Second Street, Cozen's Site, and Civic Center subdistricts of this Specific Plan.

A. Desirable Elements Of Project Design

The qualities and design elements for commercial buildings that are most desirable include:

1. Significant wall articulation at the pedestrian or first floor level (insets, pop-outs, columns, canopies, wing walls, trellises)
2. Natural wall materials including but not limited to stucco, stone, brick, clapboard and ceramic tile
3. Full roof treatments, specifically on Second Street
4. Roof overhangs, arcades, porches
5. Traditional storefront design (see Section 4.5.7)
6. Articulated mass and bulk sensitive to the pedestrian scale of downtown
7. Significant landscape and hardscape elements for pedestrian comfort and which facilitate pedestrian activity
8. Landscaped and screened parking
9. Decorative parapets
10. Parking using alley access where available and at the rear of buildings.
11. The reuse and remodelling of buildings to maintain original historic dimensions and proportions.

B. Undesirable Elements

The following are not necessarily prohibited; however, these normally should not be included unless used in a very creative manner.

1. Large, blank, flat wall surfaces

2. Unpainted concrete, slumpstone, corrugated metal
3. Highly reflective surfaces (mirror windows)
4. Metal or plastic siding
5. Large front yard setbacks accommodating parking
6. Mix of unrelated materials (i.e. rustic wood shingles and polished chrome)
7. Visible outdoor storage, loading, and equipment areas
8. Disjointed parking areas and awkward circulation patterns
9. Over abundance of access driveways, or unsafe locations
10. Panhandle or "easement only" accessible lots.
11. First floor building entries and ground floors elevated above the existing sidewalk level.

C. Scale and Bulk

Scale and bulk relationships in Downtown Encinitas vary within the limits of "small lot" design and prevailing, two story building height limits. Some two story buildings nearly fill the entire lot frontage with alley vehicular access, while others are single story and have considerable open space and parking surrounding them.

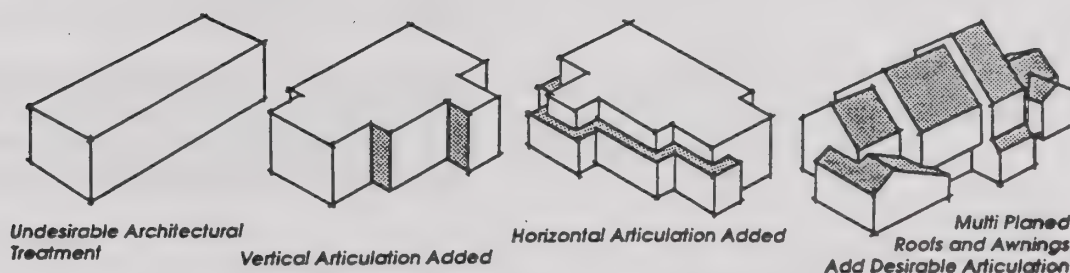
The scale and bulk of buildings generally decreases the further one gets from First Street. With that in mind, the scale and bulk of new buildings should be consistent with the proportions of existing buildings in the area.

Larger scale buildings appearing on First or Second Street should employ the following recommendations to reduce their bulkiness and ensure a pedestrian friendly atmosphere for the downtown.

1. Vary the planes of the exterior walls on the first floor in depth and/or direction.
2. Step back upper floors on Second Street.
3. Vary the height of buildings so they appear to be divided into distinct elements.
4. Use varied roof planes and shapes (i.e. hip and gable on Second Street).

Commercial Recommendations

5. Flat roofs with decorative parapets are acceptable and consistent with existing First Street buildings.
6. Use landscaping and architectural detailing at the ground level to lessen the impact of large buildings.
7. Avoid new buildings with blank walls at the ground floor level where pedestrians will pass on the sidewalk. Utilize windows, wall insets, change in materials or canopies to create interest. Where blank walls are unavoidable due to storage space or other interior requirements, these walls should provide opportunities for murals, landscape backdrop, and decoration.
8. Visual relief is recommended for linear buildings by the use of architectural projections or recessed areas that create the appearance of smaller adjoining buildings.
9. The proportion, size and shape of new or renovated buildings shall be compatible with existing desirable structures in the same area.



D. Color

Color can dramatically affect the appearance of buildings and should be carefully considered in relation to the overall design of the building. Color can also affect the apparent scale and proportion of buildings by highlighting architectural elements such as doors, windows, fascias, cornices, lintels, and sills.

1. The dominant color of new buildings should relate to the inherent color of the building's primary finish materials.
2. In general, black, purple, and green hues should be avoided as primary building wall paint colors.
3. Bright neon paint colors should be avoided as primary building wall paint colors.
4. Subdued colors are recommended for the overall color scheme. A bright trim color may be appropriate if it can be shown to enhance the general appearance of the building.
5. The color palette chosen for a building should be compatible with the colors of adjacent buildings. An exception is where the colors of adjacent buildings strongly diverge from these design guidelines.
6. Buildings with a monochromatic appearance should be avoided through the use of compatible colors. However, minimize the number of colors appearing on the building exterior. Commercial buildings should use no more than three wall and trim colors.

4.5.3 General Commercial Building Design Recommendations

The design recommendations for the Downtown area are developed to encourage district character, variety, and architectural innovation while maintaining the scale and intimacy of the beach community. In order to capture the "beach town" atmosphere of Encinitas, these guidelines do not prohibit or promote an architectural theme or style. It is a goal, however, to avoid the suburban strip commercial "franchise" architectural themes prevalent in other urbanized beach communities.

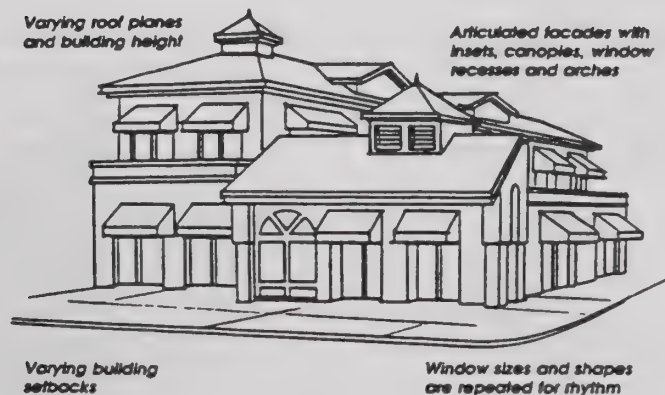
It is the details of a building which articulate its local flavor and appearance.

1. Mass and Compatibility

New buildings and renovations are encouraged to design for a strong pedestrian orientation and scale and to be compatible with existing quality downtown developments.

The following recommendations suggest ways to break up excessive building mass and encourage compatibility between new larger development and existing smaller "beachy" development.

- a. Breaking up large volumes or planes into smaller ones can diminish the scale of a building. Building mass can be varied in form or divided to express various interior building functions.
- b. Box-like massing is appropriate only as traditional two story structures along First Street. The first floor, however, should provide extensive pedestrian scale elements in the storefront design.

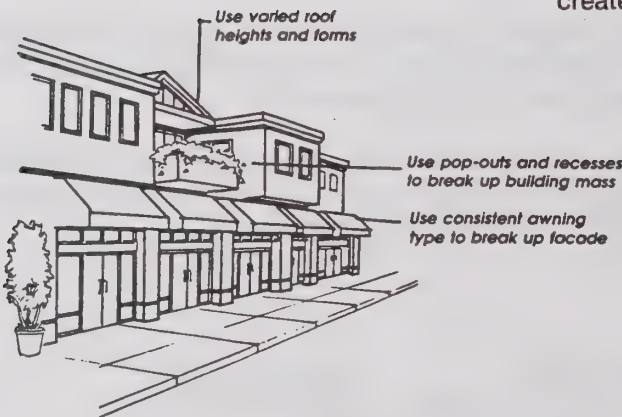


Appropriate massing for Second Street



Without architectural variations building appears flat and monotonous.

- c. Large expanses of building facades (approximately 30 feet or greater) with no architectural variations cause a building to appear massive in scale and visually monotonous. This appearance is not encouraged and may be reduced by utilizing building articulation and setbacks, window and entry variations, patios, plazas or other landscaped/hardscaped pedestrian areas.
- d. Roofline and height variations utilizing full multi-planed roofs break up massing, provide visual interest and can be used to identify individual spaces.
- e. The pedestrian scale of the street can be reinforced by distinguishing the upper floor from the ground floor. This can be accomplished with material changes, window variations, overhanging building elements and other devices which focus attention on the pedestrian level.
- f. Special treatment of building entrances is desirable to add interest to a facade and to orient first time visitors to the building access.
- g. Strong vertical elements such as unique roof shapes, pilasters, columns, stairs or towers can break up the length of a facade and create variation in building style.



Use a variety of architectural elements to create visual interest and reinforce pedestrian scale.

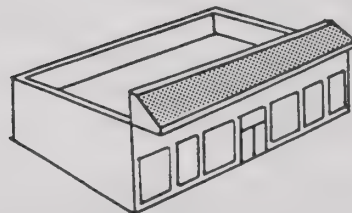


Desirable pedestrian scale elements

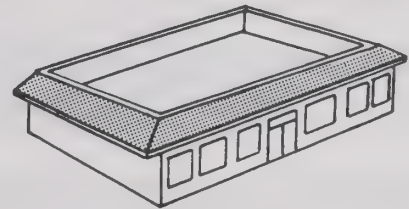
2. Roofs

The shape of a roof and the materials of which it is made also contribute to the overall building design, and need to be treated carefully.

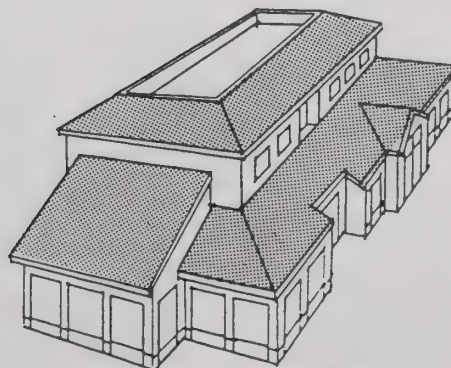
- a. In the downtown, specific attempts should be made to blend the proposed roof shape with the roof shapes in each area. Flat roofs with parapet walls predominate First Street while gable and hip roofs are more common as you move away from First Street. Full roofs are not discouraged on First Street, however. Likewise, some flat roofs with decorative parapets are not discouraged on Second Street.
- b. The original roof shape should be considered to be retained on most existing buildings if rehabilitation is anticipated.
- c. Full rooflines on large buildings (approximately 100 feet in frontage width or more) which run in a continuous plane are discouraged. Jogging or off-setting the roofline or parapet breaks up monotony and is encouraged.
- d. Nearly vertical roofs (A-frames) and "pasted on" mansard roofs are discouraged. Mansard roofs typical of strip commercial franchise architecture is specifically discouraged in favor of flat roofs with decorative parapets (on First Street) or full roofs (on Second Street).



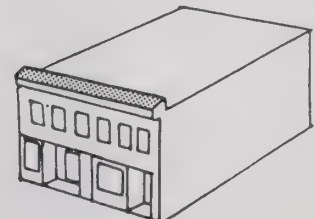
Not acceptable as a stand-alone building



*Acceptable (Second Street)
Mansard roof wraps around entire building*

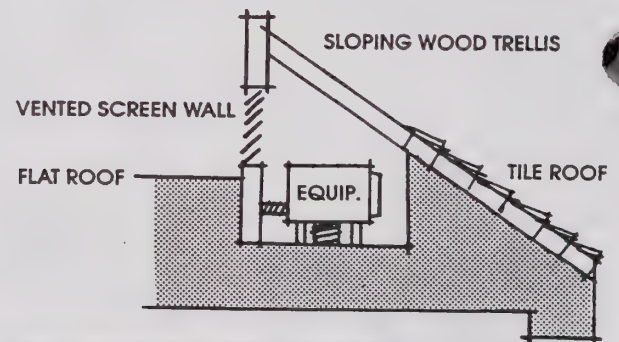
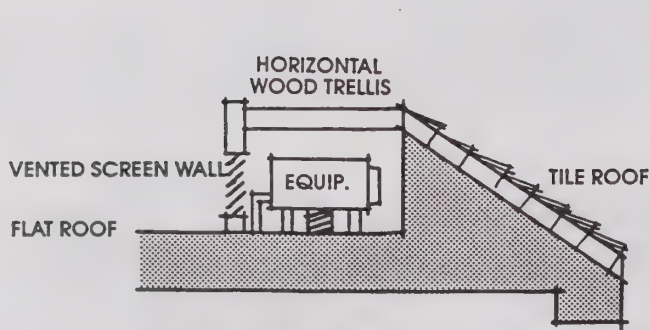


*Preferred (Second Street)
Varied roof planes*



*Preferred (First Street)
Decorative parapet for attached building*

- e. The following roof materials are discouraged in Downtown:
- corrugated metal
 - high contrast or brightly colored glazed tile
 - highly reflective materials
 - illuminated roofing (lit from within or on the exterior) or specific illumination of roof material
- f. All rooftop mechanical equipment must be screened from view by use of a "well" in a full roof or in the case of a flat roof, behind a parapet wall.
- g. All visible rooftop equipment should be colored to match the color of the roof.
- h. Roof drains should be designed as an integral part of the structure and not be exposed on the exterior walls.
- i. Rooftop activities such as gardens, restaurants, patios, etc. are strongly encouraged where feasible.



Exposed roof top equipment is discouraged.

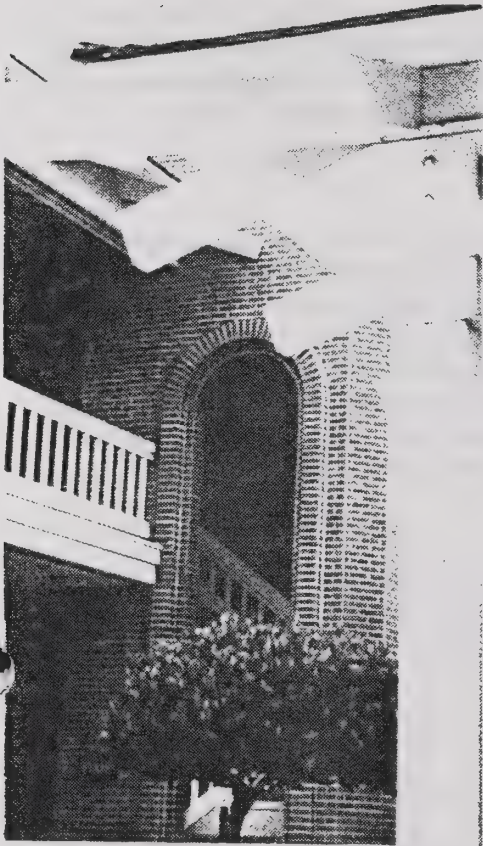
3. Building Materials (New)

The use of high quality building materials which are appropriate to a beachy downtown character and integral with the architecture are encouraged.

- a. Natural materials such as brick, stucco, terra cotta, stone, tile, and horizontal wood cladding are appropriate. Simulated or painted brick, pecky cedar, corrugated metal, plywood or natural (clear or unpainted) wood siding are generally discouraged.
- b. Aggregate panels, metal, or bonded metal panels and similar materials while having an urban industrial character must be reviewed carefully before their allowance in the downtown.
- c. Clear or lightly tinted glass and glass blocks can be used, but highly reflective glass has a character which is not appropriate.

4. Building Materials (Renovation)

- a. Original exterior materials such as brick, stucco, stone, adobe, tile, vitrolite or carrera glass, stained glass, wood, and metal generally should be retained and repaired if necessary.
- b. Original facades generally should be repaired only with materials that match the original ones.
- c. Inappropriate materials and elements that may have been added in an earlier remodeling should be removed. These include aluminum siding, plywood false fronts, or natural (clear or unpainted) wood siding.
- d. Deteriorated architectural features should generally be repaired or replaced to match the original as closely as possible in composition, design, color, texture, and scale.
- e. Hardware that detracts from the building's appearance should be removed. This includes old sign supports, conduit, wires, and brackets.



Excellent use of natural building material.

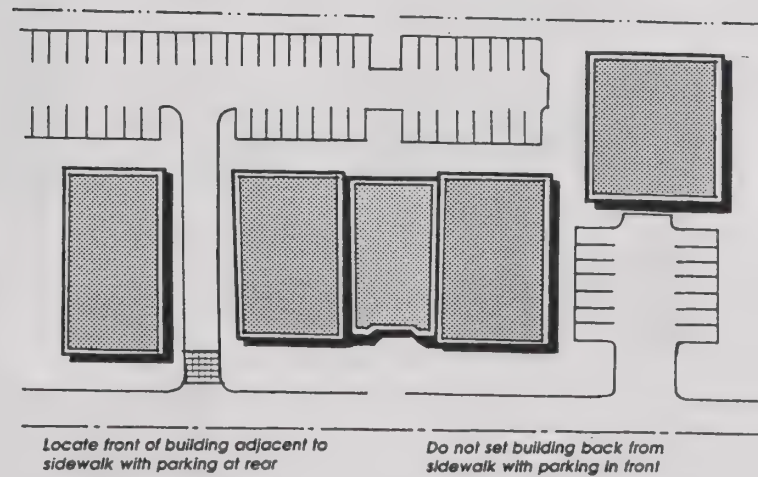
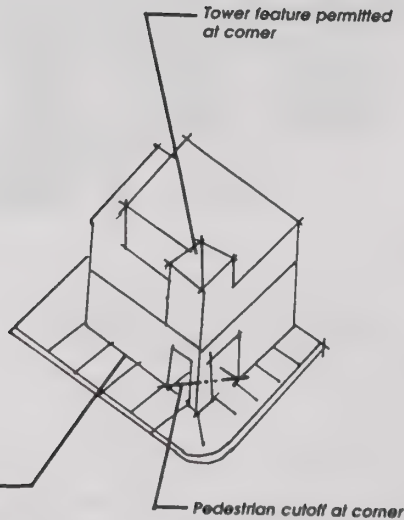
4.5.4 General Commercial Site Planning Recommendations

The site layout of new buildings in downtown Encinitas will decide if the downtown is going to maintain its traditional appearance of buildings located at the sidewalk edge or a less traditional, more suburban appearance of parking lots interspersed with building mass at the sidewalk edge.

1. Setbacks and "Build-To" Lines:
 - a. The first floor of any building along First Street should be built at the front property line or provide a covered arcade (for up to 50% of building face) between the building face and the front property line. (The covered arcade could be utilized for outdoor dining.) On a case by case basis, if the above configuration causes undue hardship due to "special circumstances" or the surrounding buildings do not exhibit the sidewalk adjacency, a project may be designed to fit with the existing setbacks of neighboring properties.

Commercial Recommendations

- b. Awnings, trellises and other accessory building structures which are relatively open and do not restrict pedestrian or vehicular movement may project into the front right-of-way subject to approval of an encroachment permit.
- c. Any building located at a corner intersection should incorporate architectural features at all ground floor elevations which emphasize the importance of pedestrian movement. These features may include building cut-offs, walk-through covered arcades, trellis structures, and other elements which focus visual interest on the corners. Discourage undesirable interruptions of pedestrian movement such as curb cuts and drive-throughs.
- d. New buildings are encouraged to set back the corner of buildings at the intersections to create pedestrian plazas as well as improve visual sight lines for vehicles.



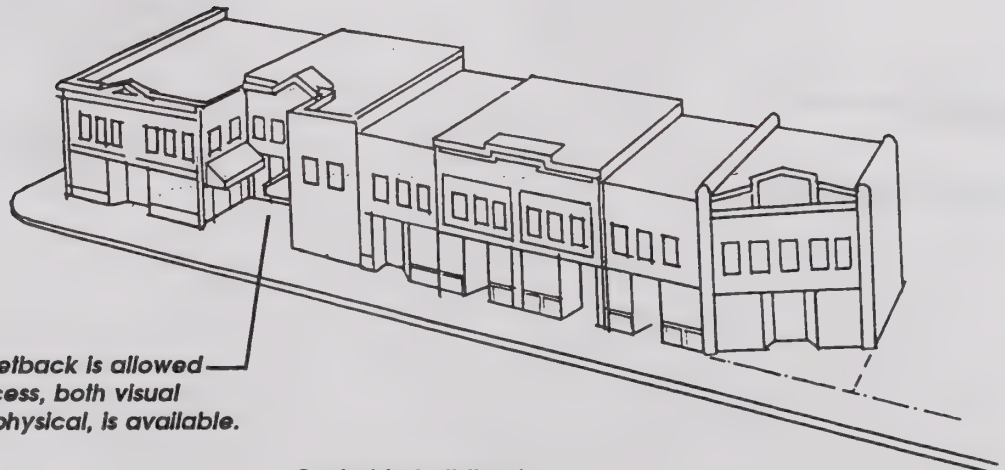
BUILDING CORNER TREATMENTS

2. Street Orientation

- a. The front building wall should be oriented parallel to the street. Slight modifications will be allowed. All frontages regardless of angle will be treated with pedestrian storefront emphasis.
- b. Major pedestrian access for all buildings should be oriented to the major street upon which it is located. Secondary rear or side pedestrian entries are encouraged and should be treated with entry emphasis.
- c. Storefronts should be designed to orient to the major street frontage. While side entries or rear entries are desirable, the predominant, major building entry should be oriented toward the major street or major pedestrian alleyway.

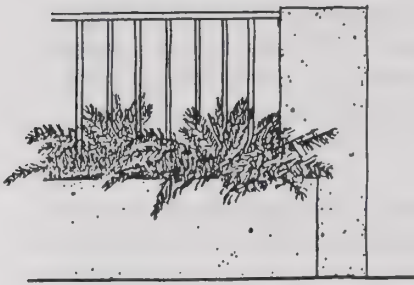


Sidewalk adjacent entry and building front are appropriate.



This setback is allowed if access, both visual and physical, is available.

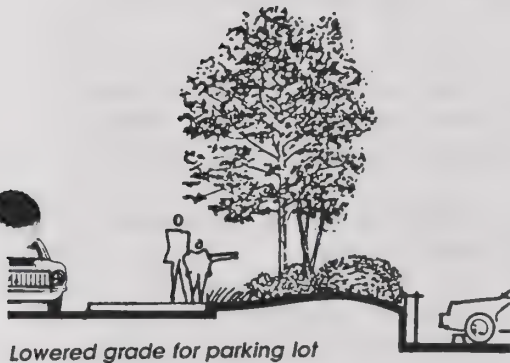
Desirable building to street orientation



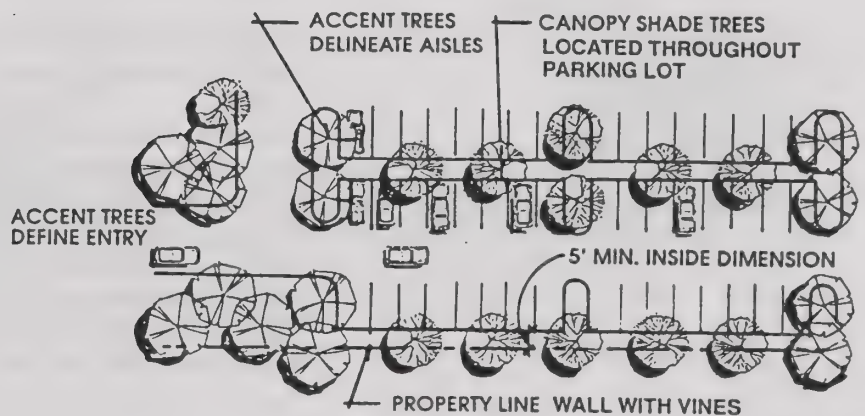
AREA FENCING

4.5.5 General Circulation Recommendations

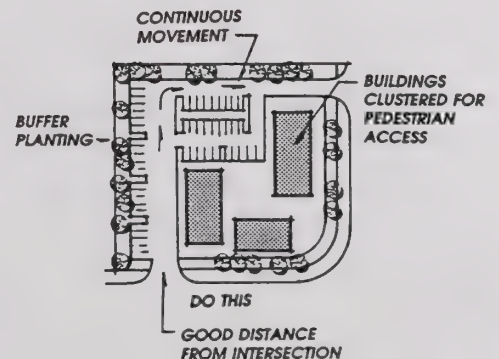
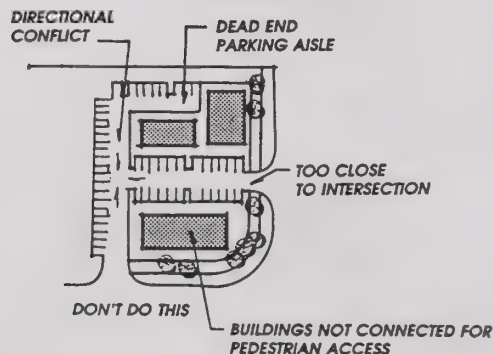
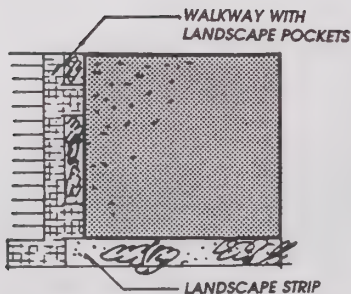
1. Parking Orientation
 - a. Parking lots and any future parking structures should be located as much as possible to the rear of buildings.
 - b. Whenever possible, locate vehicular access on alleys in order to minimize pedestrian/vehicular conflicts. When this is not possible, design the front site entry with appropriately patterned concrete or pavers to differentiate it from the sidewalk.
 - c. Locating parking lots or structures between the front property line and the primary building storefront/entry is highly discouraged.
 - d. Vehicular entry points to parking lots may receive special paving accents where the drive crosses the public sidewalk.



Lowered grade for parking lot

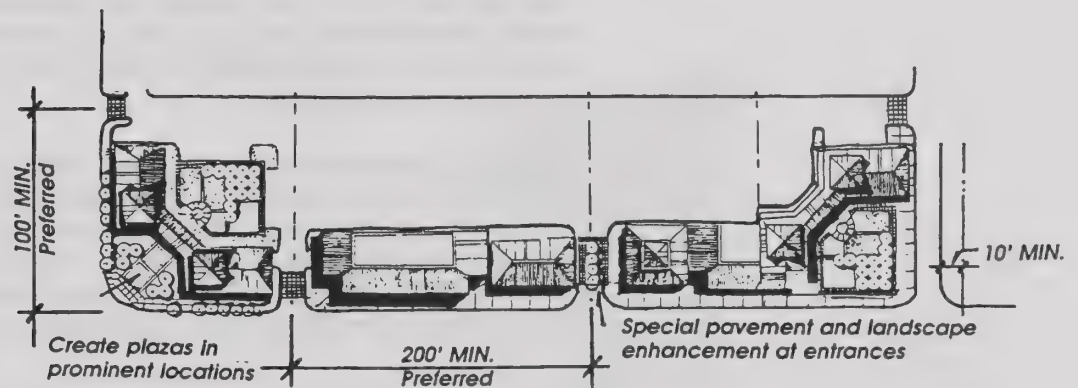


- e. Private parking lots with street frontage, for which there are no current in-fill construction plans, should be attractively landscaped in order to continue the linear street frontage created by the buildings, and to screen parked vehicles. Low walls at the setback line might accomplish these purposes.
- f. New parking structures located adjacent to the street should incorporate retail or other commercial uses along the predominant pedestrian frontages. Parking structures as part of an overall building master plan should be located away from predominant street/pedestrian frontages.
- g. Common driveways which provide vehicular access to more than one site are encouraged.
- h. Parking areas should be landscaped, receiving interior as well as perimeter treatment.
- i. Parking areas should be separated from buildings by either a raised concrete walkway or landscaped strip, preferably both. Parking spaces which directly abut the building are strongly discouraged.
- j. Shared parking between adjacent businesses and/or developments shall be encouraged and required where practical.
- k. Where parking areas are connected, interior circulation should allow for a similar direction of travel and parking bays in all areas to reduce conflict at points of connection.
- l. Parking access points, whether located on front (1st, 2nd) or side (C, D, E, etc.) streets should be located as far as possible from street intersections. A minimum distance recommended is 100 feet. Unsafe and substandard curb cuts should be eliminated.



Commercial Recommendations

- m. Design parking areas so that pedestrians walk parallel to moving cars. Minimize the need for the pedestrian to cross parking aisles.
- n. Parking areas should be designed so as to link the buildings they serve to adjacent street sidewalk or other pedestrian systems, and to give the impression of buildings as an extension of the pedestrian environment. This can be accomplished by using design features such as walkways with enhanced paving, trellis structures, and/or landscaping treatment.
- o. Parking areas shall be well lighted and obstructions to visibility of pedestrians minimized for safety purposes. Lighting, however, should not be excessive or obtrusive.
- p. Loading and delivery areas, where required or desired, should be encouraged at the rear alleys with emphasis on keeping alleys clear for passage.



4.5.6 General Commercial Sign Recommendations

1. Introduction

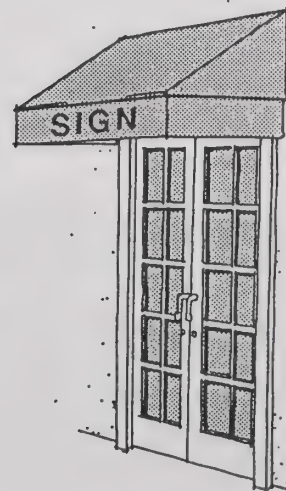
In many American communities like Encinitas, the visual distinction between the traditional downtown business district and outlying commercial strips has become blurred. Sign manufacturers and designers have encouraged businesses downtown to adopt the large-scale, internally illuminated signs used on the strip or along commercial highways. In those locations, signs need to be large to attract the attention of motorists moving past. But established downtown pedestrian oriented commercial areas were designed to accommodate shoppers strolling along sidewalks and motorists driving at slower speeds. Such a pace allows people to take in more of their surroundings at a glance, including signs scaled and illuminated more appropriately to the pedestrian's environment.

Along the vehicular commercial strips of Encinitas, businesses in relatively nondescript buildings often rely on large, flashy signs to attract attention. In contrast, the Downtown Specific Plan Area offers an exciting variety of building types, architectural styles, materials and well-crafted details that form a distinctive, memorable context for individual businesses. Thus, large signs are not only out of scale here, they also overwhelm the very architectural features that make the Downtown special.

Mandatory standards for signage are applied under Chapter 3 of this specific plan, with which all signage must comply. In contrast, the following sign design recommendations are to be considered by project designers and sign permittees, to help guide their design of signage in the Downtown Encinitas area. These recommendations will be considered by the City through project design review, sign program and sign permit review.

2. Preferred Sign Types

- Under canopy signs
- Business wall mounted ID signs in sign board area at upper portion of first story
- Awning signs
- Blade or projecting signs
- Building address numbers
- Marquee signs for movie and theater uses
- Murals and supergraphics not advertising a business
- Permanent painted window signs, first floor limited to 20% of the window area
- Temporary window signs, limited to 20% of the first floor's glass areas
- Building signs containing the name of the business at rear entrances used by customers
- Banners, flags and pennants if they do not directly advertise the business
- Heritage signs as defined by the City



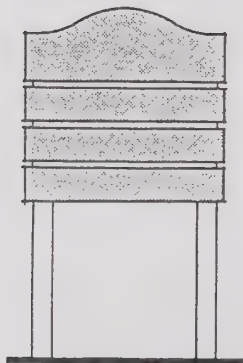
Canopy sign

3. Discouraged Sign Types

- Freestanding signs unless lot has over 300' of road frontage and sign is architecturally compatible with the buildings in the development (i.e. the Lumberyard, Moonlight Plaza)
- Projecting signs above the first story (except windows)
- Roof mounted signs
- Animated signs, excluding analog time and temperature displays
- Emitting signs
- Rotating, moving or flashing signs
- Light bulb strings-except holiday decorations
- Off-site signs
- Paper, cloth or plastic streamers and bunting- except holiday decorations
- Off-site portable signs, except temporary A-frame signs
- Statues used for advertising
- Traffic sign replicas
- Vehicle signs, attached to vehicles parked to advertise a nearby business
- Inflatable signs
- Formed plastic or injection molded internally illuminated plastic signs



Roof mounted sign



Freestanding sign



Paper or cloth streamers



Avoid corny alphabets



Utilize simple serif
or sans serif alphabet

**HARD TO
READ**

Discourage typefaces which
are difficult to read.

4. Sign Design Recommendations

a. General Sign Recommendations

The following 'general' guidelines should be considered prior to developing signs for any development in the Downtown.

Use a brief message. The fewer the words, the more effective the sign. A sign with a brief, succinct message is simpler and faster to read, looks cleaner and is more attractive.

Avoid hard-to-read, overly intricate typefaces. These typefaces are difficult to read and reduce the sign's ability to communicate.

Avoid faddish and bizarre typefaces. Such typefaces may look good today, but soon go out of style. The image conveyed may quickly become that of a dated and unfashionable business. However, existing historic typefaces are encouraged.



Too many messages cannot be
read by vehicular travelers.

Commercial Recommendations

Carefully select color and material combinations. Colors should be selected to contribute to legibility and design integrity. Even the most carefully thought out sign may be unattractive and a poor communicator because of poor color selection.

Use significant contrast between the background and letter or symbol colors. If there is little contrast between the brightness or hue of the message of a sign and its background, it will be difficult to read.

Limit colors to three on a single sign. Too many colors overwhelm the basic function of communication. The colors compete with content for the viewer's attention. Limited use of the accent colors can increase legibility, while large areas of competing colors tend to confuse and disturb.

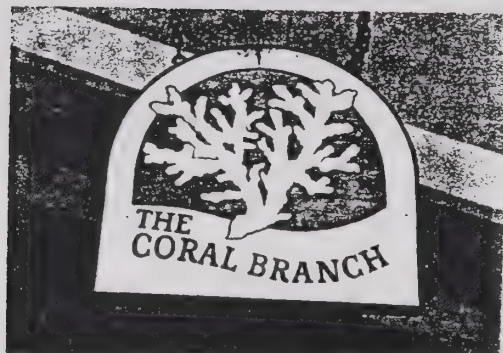
Place signs to indicate the location of access to a business. Signs should be placed at or near the entrance to a building to indicate the most direct access to the business.

Sign size should be proportionate. The size and shape of a sign should be proportionate with the scale of the structure.

Place signs consistent with the proportions of scale of building elements within the facade. Within a building facade, the sign may be placed in different areas. A particular sign may fit well on a plain wall area, but would overpower the finer scale and proportion of the lower storefront. A sign appropriate near the building entry may look tiny and out of place above the ground level.

Place wall signs to establish facade rhythm, scale and proportion where facade rhythm doesn't exist. In many buildings that have a monolithic or plain facade, signs can establish or continue appropriate design rhythm, scale, and proportion.

Signage should be architecturally consistent with the buildings.



Well designed under canopy sign.



Wall sign of consistent size and placement establish facade rhythm.

Use logos. Use widely recognized logo's rather than print/text whenever possible.

Avoid signs with strange shapes. Signs that are unnecessarily narrow or oddly shaped can restrict the legibility of the message. If an unusual shape is not symbolic (i.e. hammer for hardware store), it is probably confusing.

Carefully consider the proportion of letter area to overall sign background area. If letters take up too much sign, they may be harder to read. Large letters are not necessarily more legible than smaller ones. A general rule is that letters should not appear to occupy more than 75% of the sign panel area.

Consider interior neon signs. Neon signs lend themselves to creative and exciting artistic expression. The use of neon signs inside a storefront can be used to attract attention and create a special ambience for a business.

Make signs smaller if they are oriented to pedestrians. The pedestrian-oriented sign is usually read from a distance of fifteen to twenty feet; the vehicle-oriented sign is viewed from a much greater distance. The closer a sign's viewing distance, the smaller that sign need be.

Design the sign to be appropriate to the building on which it is placed. The sign is an integral part of the building facade. The style of a sign should be appropriate to the style of a building's design.

DELICATESSEN

*Letters take up too much
of the sign area*

DELICATESSEN

*Letters occupy approximately 75%
of the sign area (max.)*

b. Wall Mounted Sign Recommendations

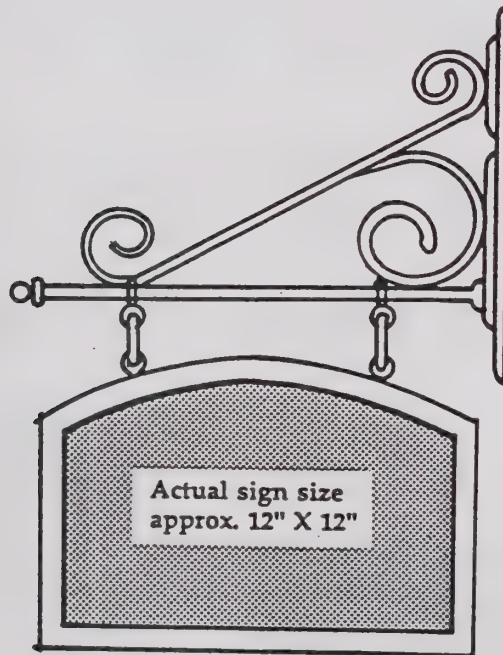
The following recommendations relate to all wall mounted signs.

Direct and indirect lighting methods are allowed provided that they are not harsh or unnecessarily bright. The use of can-type box signs with white or light colored translucent backlit panels are not recommended on any structure in the Downtown.

Sign colors should be compatible with all other signs on that building.

The use of backlit individually cut letter signs is allowed and strongly encouraged.

Clear street number address identification is required for all buildings under Fire Code and Building Code standards. For commercial buildings in the Downtown Encinitas area, it is strongly recommended that the identification of each building or store's address be provided in a minimum six inch high number over the main entry doorway or within ten feet of the main entry is required.



Projecting sign

ENCOURAGED



*Backlit letter signs
are strongly encouraged*

c. **Sign Lettering Recommendations for Storefront Wall Mounted Signs**

Sign lettering should meet the following size recommendations:

- For storefronts 30' wide or less, a maximum letter height of 12" is recommended.
- For storefronts 30'-60' wide, a maximum letter height of 18" is recommended.
- For storefronts 60' wide or greater, a maximum letter height of 24" is recommended.

d. **Window Sign Recommendations**

Use individually cut letters - Permanent window signs should be limited to individual letters placed on the interior surface of the window and intended to be viewed from outside. White, black, or gold leaf paint are the recommended colors. Glass-mounted graphics may be applied by silk screening or pre-spaced vinyl die-cut forms.

Size - When used in conjunction with wall signs, permanent window signs should not occupy more than twenty percent of the window area. The maximum height and width of these signs should not exceed 2 feet, and the total sign area should not exceed 4 square feet. (The area of the window sign shall be included in calculating the total permanent sign area for the building but shall not be included in calculating the area permitted for temporary window signs.)

Permanent window signs may be used in lieu of wall signs - If so used, permanent window signs may occupy up to 50 percent of the window area (but not more than the area permitted for wall signs). If so used, no temporary window signs should be used for those windows having permanent window signs.

Limit text - The text or sign copy of a window sign should be limited to the business name, proprietor's name, hours of operation, and brief messages identifying the type of product or service (eg., "maternity wear" or "attorney") or pertinent information (eg., "se habla Espanol" or "reservations required"). Letter sizes for all information other than the business name should be limited to two inches in height.

e. **Awning Sign Recommendations**

Limit text - The text copy should be limited to the name of the business or business type.

Height and color - The text should be located only on the valance of the awning and letter height limited to six inches or less. Letter color should be compatible with the awning and the building color scheme.

Coordinate design and color - The shape, design, and color of awnings should be carefully designed to coordinate with, and not dominate, the architectural style of the building. Where other awnings are used on the building, the design and color of the sign awnings and all other awnings should be coordinated.



Individually cut letters make sign easy to read.

4.5.7 Specific Storefront Recommendations

1. Introduction

Although the storefront is only one of the architectural features of the facade, it is one of the most important visual elements in downtown Encinitas. The storefront usually has experienced the greatest amount of change during a building's life, and holds the most potential for creative alterations affecting both the character of the building and the streetscape. Once an inappropriate additions are removed, the storefront's original design is often the best guideline for any alterations. The traditional storefront had few decorative elements other than those details which were often repeated across the face of the building, integrating the storefront into the character of the facade. Emphasis was placed on the display windows and their contents. The rest of the storefront was designed in a simple manner, in order to not compete with the displayed items but rather to clearly project the product or service being offered inside. Over the years this concept gradually has been forgotten, as evidenced by the proliferation of modern storefronts in the Downtown which are heavily decorated with loud colors, inappropriate textures and competing signs, all of which are designed to vie for the customer's attention.

2. Entries

Commercial storefront entries in Downtown Encinitas are often recessed and/or sheltered by a covering arcade structure. This provides more area for display space, a sheltered transition area to the interior of the store, and emphasizes the entrance. Recessed entries should be retained and encouraged in new storefront construction.

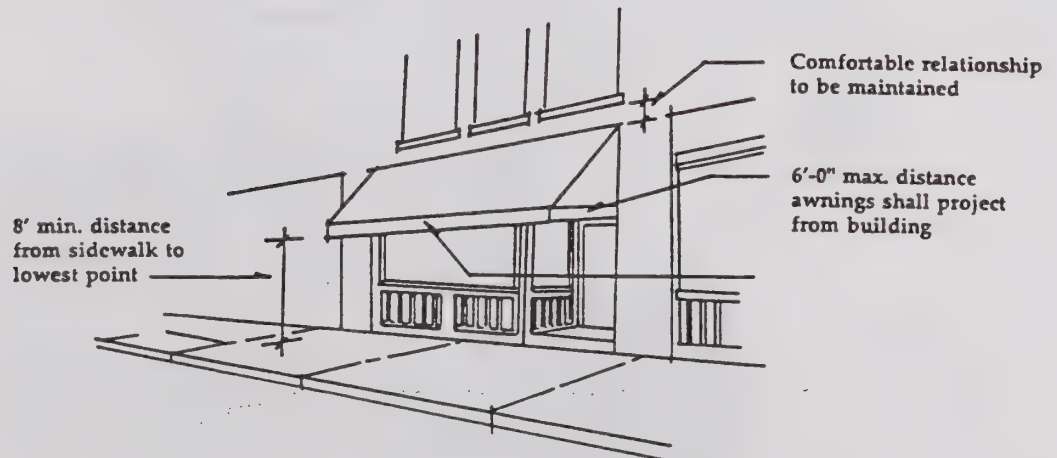


Recessed storefront entry

3. Awnings

The awning can play a special role in bringing visual harmony back to First Street and Second Street. Visually unrelated upper facade and storefronts represent a common visual problem. The careful addition of an appropriate awning can create a pleasant transition between the two, thus minimizing undesirable visual contrast. In such cases, the color and pattern of the awning should be carefully chosen to tie the two basic facade parts together.

- a. Where the facade is divided into distinct bays or sections by vertical architectural elements, awnings should be placed within the elements rather than overlapping them. The awning design should respond to the scale, proportion and rhythm created by these elements.
- b. Minimum height of awnings should be 7' - 8' (see Building Code) from the lowest point to the sidewalk and should not extend more than 6'-0" from the face of the structure. (The 6'-0" dimension must be diminished when tree plantings and other obstacles dictate.)
- c. Awnings should have a single color or two-color stripes. Lettering and trim of other colors are allowed.



Commercial Recommendations

- d. Aluminum awnings or canopies generally detract from the downtown character and should not be erected.
- e. The highest point of a first-floor awning shall not be higher than the midpoint of the space between the second story window sills and the top of the first floor storefront window, or transom. This attachment should leave a comfortable space between awning and architecture elements which comprise the building.
- f. Awning shape should relate to the window/door opening as well.
- g. Awnings should be well-maintained, washed regularly, and replaced when faded or torn.
- h. When there are several businesses in one building that has awnings, different colored awnings may be used, provided they are coordinated in color, trim, and form. An alternative would be awnings of the same color with simple signs on the valance that may vary in type style and color to differentiate the individual businesses within the building.

ENCOURAGED



*Awning in scale
with facade*

4. Door and Window Design

a. Doors

Many of the entrance ways to stores in Downtown are standard aluminum and glass doors, although wooden doors are still common in stores which have not recently been remodeled. In any renovation effort, doors should be selected to harmonize with the building facade.

Traditionally the storefront door was more than just a door. Tall and stately in proportion, its design reflected its commercial importance. Its wood and glass construction made it substantial and inviting to the customer. Other storefront doors (usually leading to upper floors) were similar in appearance but less impressive than the main entry door.

The storefront entry should play a similar role today. The customer should be invited into the store by a pleasant entry. The following general concepts should guide the design of doors.

- Make the door special with simple details such as a handsome brass door pull, brass kickplate or an attractive painted sign.
- Avoid inappropriately decorated doors. Fake historic or highly decorated contemporary doors look out of place in the traditional storefront.
- Entrances to each individual building (even when one business has expanded to include several buildings) should be retained. The rhythm of entrances is important to the sidewalk character of First Street.
- Doors to retail shops should have a high percentage of glass to frame (i.e. 60-90% glass).

b. Windows

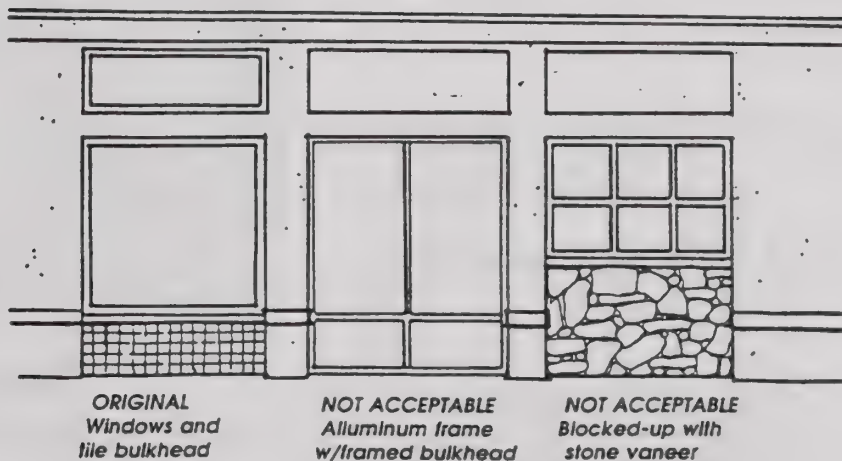
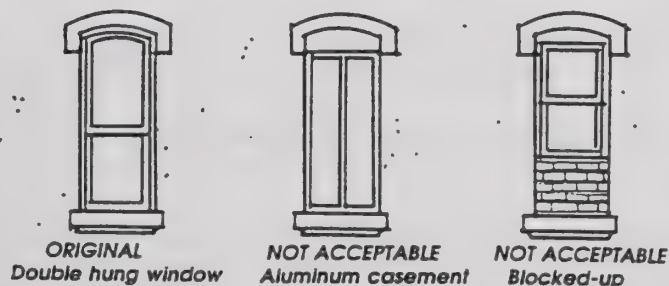
The use of windows as an architectural element is of critical importance to the facade design, particularly on First Street. Windows create a visual rhythm of building openings, as well as a visual image of the retail interior. The primary function of glass should be to encourage visibility to the display area or building interior, especially for display windows and other windows at the ground floor level.

The windows of retail stores vary in size and shape depending on the nature of the business as well as the architectural style. Large plate glass windows are indigenous to fashion stores and small, often mullioned fenestration (framing) is characteristic of taverns and artisans.

When considering new window fenestration, it is important to relate the proposed design to the facade theme of the whole block. A "package-design" used to portray a corporate image as in the case of many large national franchised stores often does not fit the existing street theme. Colonial windows with small frames, however attractive, can disrupt the continuity of a block facade which is entirely composed of large plate glass windows.

- The use of reflective glass is very strongly discouraged.

Appropriate storefront design



Commercial Recommendations

- Storefront windows should be as large as possible and no closer than 18" from the ground. By limiting the bulkhead height, the visibility to the storefront displays and retail interior is maximized.
- Maximum bulkhead heights for new construction should be 36". Minimum height should be 18".
- Discourage introducing or changing the location or size of windows or other openings that alter the architectural character of the building.
- Discourage replacing window and door features with incompatible materials such as anodized aluminum or tinted glass.
- Air conditioning units placed in windows or over doors on the primary facade are strongly discouraged.
- Permanent, fixed security gates/grilles over windows are strongly discouraged.
- For the taverns, bars or private offices on First Street, blinds or cafe curtains can be used for privacy versus tiny windows.
- French doors and other bi-fold window types which allow the facade to become completely open to the sidewalk are encouraged.



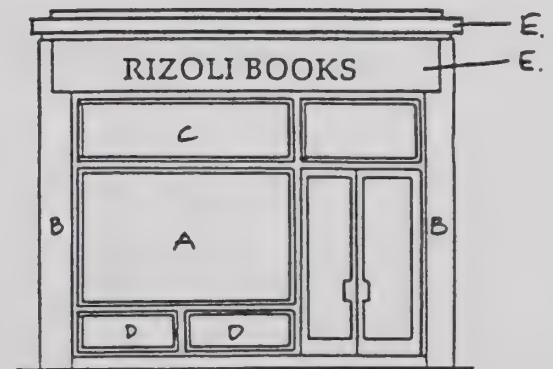
Traditional storefront proportions

5. Storefront Accessories

The following recommendations should be considered for storefront accessories:

- a. Permanent security bars (defined as those clearly visible, non-retractable, and fixed to windows or the facade), window air conditioning units on the first floor and permanent flags are strongly discouraged.
- b. Electronic security systems are recommended.
- c. Exterior lights that are a part of the streetscape improvements should provide adequate lighting levels. However, in the case of a deep threshold to a building, a light recessed in the ceiling of this area is recommended.
- d. Mechanical appurtenances attached to building facades, such as the mechanical equipment for an automatic retractable security grille, should be concealed by placement under an awning (when available) or enclosed by a housing that is in proportion with the building's architecture and painted a color in keeping with the facade colors.
- e. Where transom windows exist, every effort shall be made to retain this storefront feature.
- f. If the ceiling inside the structure has been lowered, the ceiling should be treated in such a way as to meet the transom.
- g. The original bulkhead material should always be retained, maintained or uncovered when possible.
- h. Newer storefronts can have simplified bulkheads in similar or smooth materials. Bulkheads constructed of glass that simply retain a horizontal framing bar at their top are suburban in nature and are strongly discouraged.

- A. Display: Storefronts are primarily glass for the purpose of display.
- B. Piers: Frame the storefront.
- C. Transom: Area of glass above the display windows. In many cases, this area has been filled in, painted over, or used for signage. In some older buildings this area had decorative art glass windows.
- D. Base: Typically surfaced with tiles (3x3 or 4x4) or wood recessed panels.
- E. Area above Storefront: Sign, cornice, canopy, or horizontal cap.



6. Rear Entrances

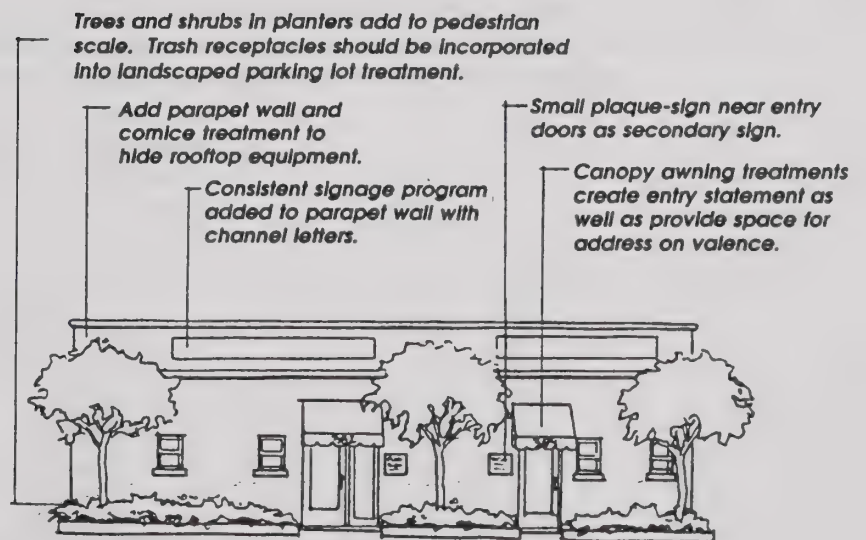
Because of some parking areas located behind the First Street commercial building blocks, rear facades are seen more often. An attractive rear entry should be a second entrance.

In developing a rear entrance, a number of things should be considered. In general, the rear entrance should respond to the same needs as the storefront only at a reduced scale. These include identification signage, display, and a pleasant entry. In addition, it should also meet the service needs of the business. Since these two functions are often in conflict, the design of the rear entrance should be carefully planned. A particular concern is the storage and disposal of refuse. Trash cans, dumpsters, and other containers should be hidden from view whenever feasible. Regular maintenance is of paramount importance.

Commercial Recommendations

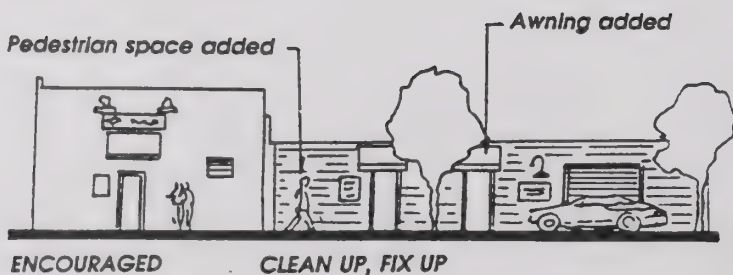
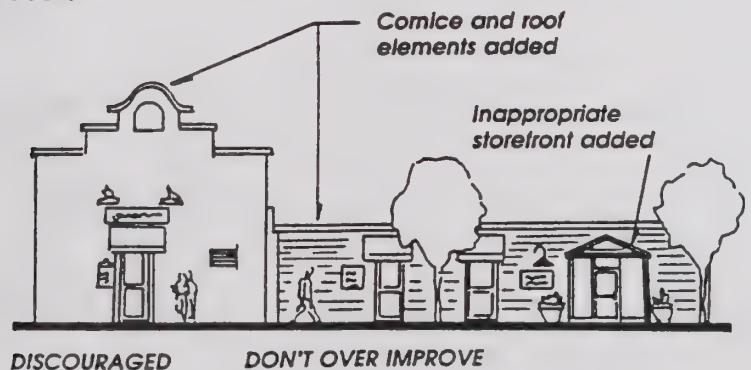
The design of a rear entrance should be appropriate to its surroundings. The visual character of the rear facades, alleys, and parking lots is a relatively casual and utilitarian one, especially when compared to the more formal street facades. In this type of context, a refined or grand design can look out of place. Rather, the design should be pleasantly inviting, but simple in detail.

- a. Signs should be modestly scaled to fit the casual visual character of the alley.
- b. A canvas awning can soften rear facades and provide a pleasant protected space.
- c. Special lighting should be modest and should focus on the entry door.
- d. Selective use of tree planting and other landscaping can subtly improve a rear facade.
- e. Refuse containers and service facilities should be screened from view.



7. Storefront Rehabilitation Recommendations

- a. Whenever a storefront is renovated, the original glass to wall ratio (typically 3 to 1) should be retained for storefronts.
- b. Original storefront elements should be retained and repaired.
- c. Decorative features such as special trims, tiles, and bevelled glass should be retained and repaired.
- d. Inappropriate materials that may have been added should be removed. In Downtown, these include vertical wood siding, poorly designed awnings, strange bulkhead tile or imitation rock work veneers.
- e. Any elements or signs that may be covering parts of an original storefront should be removed.
- f. Do not remove original storefront windows, bulkheads, etc.
- g. Remove all tinted or mirrored glass.
- h. Remove exposed air conditioning units.
- i. Do not:
 - change original window size (if traditional storefront)
 - replace wood window and door frames with unfinished, silver aluminum
 - cover over transom windows
 - place permanent exterior security gates on windows and doors



4.5.8 Design Considerations for Special Uses

The design recommendations in this section cover specific uses and building types which, because of the unique design issues associated with them, require special attention. The following special recommendations supplement the more general commercial guidelines presented previously and will be considered in conjunction with them for applicable projects. Specific uses and building types covered in this section are:

Hotels and motels
Motor vehicle and equipment related uses
Drive-through and Drive-in Businesses
Mixed use

1. Hotels and Motels

- a. Design Issues

This category includes freestanding hotels and motels, either the development of new ones as permitted in Chapter 3, or the rehabilitation of existing ones. In responding to the needs of guests these buildings often have problems with providing sufficient amounts of amenities and services on the site while maintaining a certain level of privacy. Also, due to the inherent size of these types of uses, they can easily become imposing landmarks in relation to their surroundings. This may, or may not, become a design issue depending on the actual site location and the design quality of the structure.

b. Architectural Treatment

- The design and scale of the structure should relate to the form and scale of surrounding downtown structures to the greatest extent possible.
- Combinations of one and two story building (or higher where specifically allowed) elements which create sensitive transitions in form and scale with surrounding structures are preferred over buildings of a single consistent height.
- Whenever possible, consider how design characteristics of surrounding architecture can be repeated or adapted in the design of new hotels and motels.
- Hotels which face First or Second Street should be designed to incorporate retail or restaurant uses on the ground floor versus blank walls.

c. Materials

Use building materials and design features that promote a sense of permanence and a diversity of style and detail. More specifically, emphasize "permanent" materials (e.g. brick, clapboard, stone, stucco, concrete block, tile, etc) as primary building materials. Avoid the use of glass walls, bare aluminum and plastic.



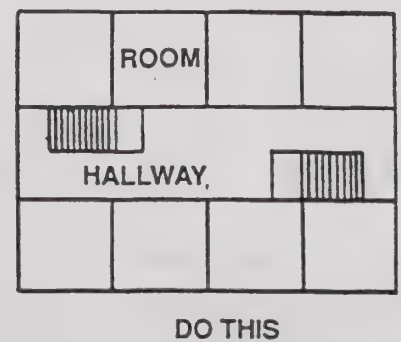
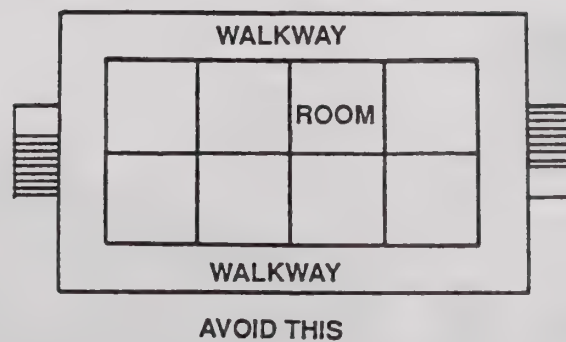
Variable roof heights and shapes, window pop-outs, balconies and planter boxes on the second level provide visual interest. Commercial storefronts provide pedestrian activity at ground level.

d. Site Planning

- Avoid locating driveways, garage ramps or loading and service areas where they interfere with the flow of pedestrian movement or impact the privacy of guest rooms.
- Utilize parking lots and other open spaces on the site to help buffer the hotels and motels from any adjacent incompatible land uses.

e. Other Elements

- Make guest rooms accessible from interior hallways or interior courtyards within the hotel. Avoid room entrances directly adjacent to parking lots or exterior walkways (suburban motor lodge look).
- Avoid exposed air conditioning units for each guest room.
- Screen mechanical equipment on roofs. Locate equipment in mechanical/utility rooms surrounded by a solid screening wall for noise as well as visual screening, wherever possible.
- Facilitate community activities that are semi-public through the design of public spaces, meeting rooms, cafes, gardens, etc.



2. Automobile and Motor Vehicle Related Uses

a. Design Issues

There are two basic forms of automobile uses that these recommendations are meant to address in the Downtown. The first consists of simple service stations. The second type covers automobile sales, maintenance, and repair establishments which are more prevalent. Under the zoning of this Specific Plan (Chapter 3), existing uses of these types may be remodeled, and under some zones new uses may be established.

The primary design issues concerning these uses relate to reducing noise impacts and the need to screen, or otherwise hide from public view, some of the more unattractive repair and storage operations that take place at automobile related uses. Another issue more specifically associated with gasoline service stations is the need to accommodate site ingress and egress safely and efficiently because of the large number of turning movements these uses generate.

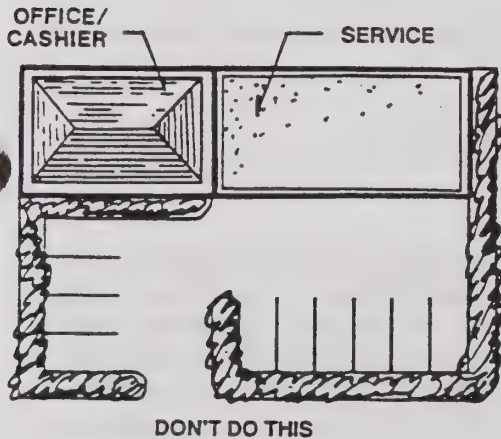
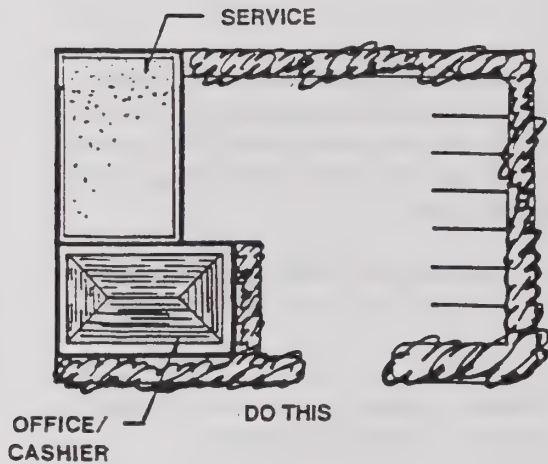
The primary design issues concerning motor vehicle sales is the attractive display of the motor vehicles without relying on massive rows of parked automobiles at the back of the public sidewalk. Adequate screening devices and display variety are key design objectives for motor vehicle sales.

b. Architectural Treatment

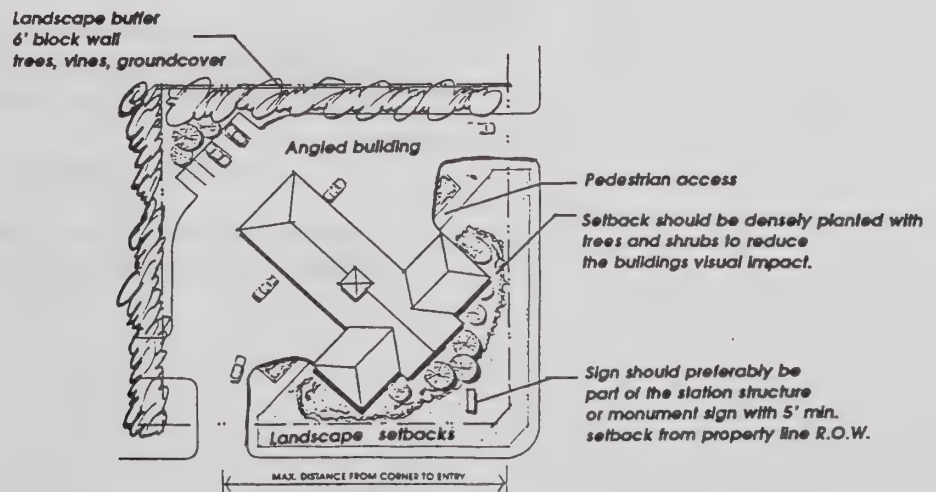
- Automotive use structures (including pump islands) should incorporate full roof treatments with moderate pitch, varied parapet height and complete screening of mechanical equipment.



Commercial Recommendations



- All automotive repair or work areas and facilities shall be within enclosed buildings with construction design and openings designed to eliminate noise impacts to adjacent uses.
- Architectural treatments should conform to the design guidelines for other downtown commercial structures found in these guidelines.
- Pump island canopies should be architecturally treated and should be designed as part of the station structure itself, and also incorporate full roof treatments.
- Service stations should incorporate facade material to produce texture and to provide interest. Such materials include, but are not limited to, split face block, brick, clapboard, textured block or stucco. Painted metal siding is discouraged unless integrated.
- All automotive repair bays shall be provided with roll-up doors (or similar) with all operating mechanisms located on the interior of the structure.



Desirable service station arrangement.

c. Site Planning

- Service stations should be oriented adjacent to the sidewalk, similar to other downtown commercial, placing any bay door openings on the rear of the structure facing away from public streets. Bay door openings also should be faced away from any adjacent noise sensitive uses.
- Automotive maintenance and repair facilities should orient service bay door openings away from public streets and any main parking facilities.
- Curb cuts should be limited to one per street for corner locations, or two per street for mid-block locations.
- Curb cuts should be placed as far from intersections as possible.
- Curb cuts on the same street should be placed a minimum of 25 feet apart.

3. Drive-through and Drive-in Businesses

a. Design Issues

This section establishes design recommendations for businesses which rely on drive-through or drive-in patronage. The establishment of new drive-through and drive-in operations, in conjunction with such uses as fast food restaurants, banks, savings and loans, and car washes, is not permitted in downtown. Existing operations, however, may be remodeled; when they are, it is the intent of this specific plan to attain as many of the following design suggestions as possible.

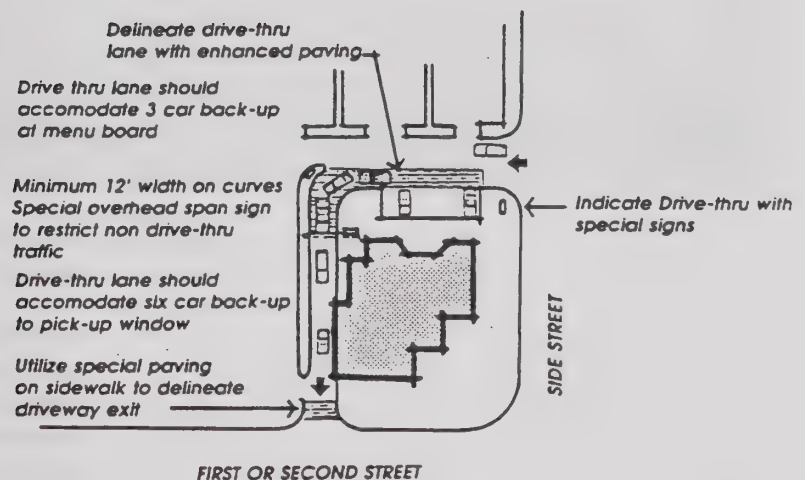
The major design issues related to these types of establishments are the components of the site plan that promote efficient vehicular access and on-site circulation, while adequately buffering adjacent uses.

b. Architectural Treatment

Drive-through facilities should review the architectural recommendations for Downtown commercial uses discussed previously.

c. Site Planning

- Mid block locations are strongly discouraged; property owner's are encouraged to remove drive-through operations at mid-block locations altogether.
- Drive-through aisles should provide adequate on site queuing distance to accommodate a minimum of 3 cars before the first stopping point (e.g. menu board, teller window).
- Drive-through aisles should have a minimum 25 foot interior radius for any curves.
- Whenever physically possible, the main structure should be sited so as to maximize the distance for vehicle queuing while screening the drive-through operations located on the back side of the structure.



4. Mixed Use Projects

a. Design Issues

For the purpose of these recommendations, mixed use projects are defined as developments which combine both commercial and residential uses or structures on a single lot, or as components of a single development. The uses may be combined either vertically on the site within the same structure, or spread horizontally on the site in different areas and structures or a combination of both.

The primary design issue related to mixed use projects is the need to successfully balance the requirements of residential uses, such as the need for privacy and security, with the needs of commercial uses for access, visibility, parking, loading, and possibly extended hours of operation as well as to provide live/work opportunities in the community.

The recommendations for mixed use projects also apply to commercial projects adjacent to residential uses and to residential projects in commercial zones. The residential in-fill guidelines will also apply to residential projects in commercial zones. Refer also to the First Street, Second Street, and Cozen's Site Subdistrict sections.

b. Architectural Treatment

- The architectural style and use of materials should be consistent throughout the entire mixed use project. Differences in materials and/or architectural details should only occur on a structure where the intent is to differentiate between the residential scale and character of the structure and the commercial scale and character.
- The design of storefronts should be consistent with the design recommendations for commercial development. The residential portion of a mixed use structure should use design elements such as windows and balconies that reflect a residential character except on First Street where the residential unit may appear more commercially oriented through architectural design.
- Roof top uses such as gardens and dining are strongly encouraged.
- Projects two stories or less in height should incorporate full roofs on at least 50% of the roof area.

Commercial Recommendations

- All roof mounted equipment shall be screened in accordance with the requirements of this Specific Plan. Special consideration should be given to the location and screening of noise generating equipment such as refrigeration units, air conditioning, and exhaust fans. Noise reducing screens and insulation may be required where such equipment has the potential to impact residential uses.



Good use of multi-planed roofs

c. Site Planning

- Mixed use projects that provide commercial space on the ground floor (front and rear) with residential units above, are encouraged over projects that provide commercial structures on the front portion of the lot with residential uses placed at the rear of the lot. This latter configuration does not meet the intent of a true mixed use project which incorporates vertical integration of uses. However, a horizontal separation of uses (commercial to the front, residential to the rear) may be appropriate depending on the size of the site and available access except as may be allowed in this Specific Plan for mixed use parking.
- Separate parking spaces should be provided for residential uses and commercial uses in accordance with the City of Encinitas statutes.
- If enclosed parking is provided for the entire complex, separate parking areas should be provided for residential and commercial uses.
- Loading areas and refuse storage facilities should be located as far as possible from residential units and should be completely screened from view from the residential portion of the project. The location and design of trash enclosures should account for potential nuisances from odors for patrons and residents.

Commercial Recommendations

- Parking lot lighting and security lighting for the commercial uses shall be appropriately shielded so as not to spill over into the residential area or impact the residential units in any way. Residential units should also be shielded from illuminated commercial signing whenever possible.
- Private residential open space in mixed use projects is not required. If provided, however, open space intended for use by residents only should not be accessible from commercial areas. Open space and courtyards in commercial areas should be accessible to residential occupants and visitors. Residential roof decks are encouraged.
- When residential and commercial uses are provided in the same structure, separate entrances should be provided for each use (This does not preclude interior access between residential and commercial uses).

4.5.9 Design Considerations for Special Subdistricts

1. Introduction

The following recommendations relate specifically to defined design subdistricts within the Downtown Specific Plan area. In some cases these recommendations may supersede the previous recommendations, however, in most cases they are in addition to the previous recommendations.

2. Applicability

There are four commercial subdistricts, and a special case category within the Downtown Specific Plan area. They are defined as:

First Street - all properties with any lot line abutting First Street (Old Highway 101).

Second Street - all properties with any lot line abutting Second Street. Whenever a lot abuts First Street and Second Street, the recommendations which apply to First Street shall apply.

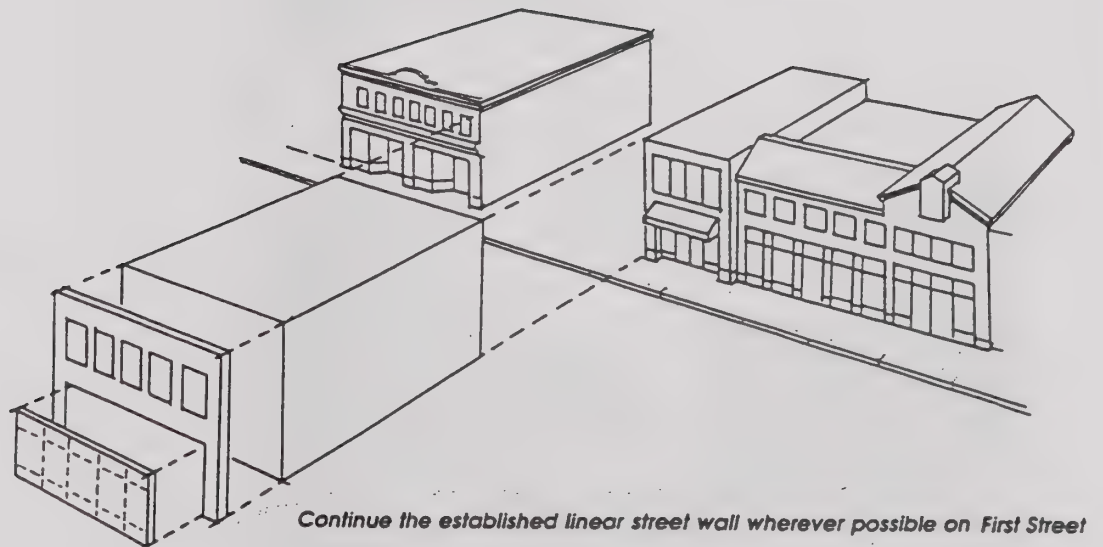
Civic Center - all property bounded by Vulcan Avenue, East D Street, East E Street, and Cornish Drive.

Cozen's Site - all property within the Cozen's Site Subdistrict.

Historic Rehabilitation - relates to identified potentially historic properties within the Specific Plan area in all subdistricts.

3. Recommendations for First Street (Old Highway 101)

- Buildings along First Street should continue to exhibit a very strong tendency toward retail commercial storefront architecture at the ground floor.
- Whenever physically possible, all buildings will not provide side yard setbacks in order to encourage a strong, linear wall of retail shops and other uses.
- All vehicular access to First Street buildings should be strongly discouraged from First Street except where no other acceptable access is available. Vehicular access can be gained through side street entries or alleys. Exits for drive through uses shall be carefully reviewed for consistency with the recommendations for drive through uses.



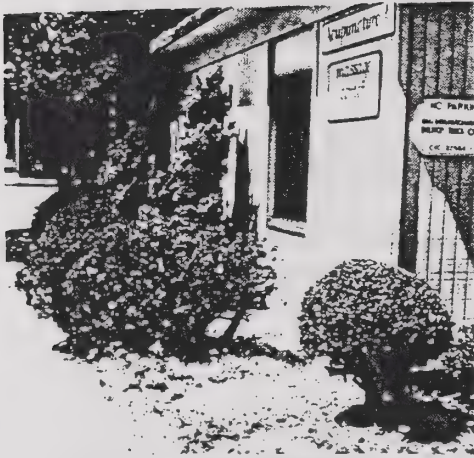
Commercial Recommendations

- All off street parking for First Street businesses should be located to the rear of the building except where alley or side street vehicular access is unavailable to a mid block property.
- Alleys should be maintained as primary vehicular and secondary pedestrian paths. Building obstructions into the alley right-of-way shall be prohibited.
- In order to maintain the small town merchant atmosphere of the storefronts lining the sidewalks on First Street, proposals to combine small parcels into large development packages are discouraged unless the proposed development demonstrates a distinctively small, sidewalk adjacent storefront atmosphere.

Commercial Recommendations

4. Recommendations for Second Street

- Small, landscaped front yard setbacks (5'-10') are allowed on properties fronting Second Street, provided that no off street parking is located between the building and sidewalk.
- Single story retail uses may build to the front yard property line without a landscaped setback. Two story developments must provide a 10' second floor setback if the first floor is located on the front property line (see development standards, Chapter 3).
- Most of the parcels along Second Street are fifty feet wide. In order to maintain the small town, small lot atmosphere of Second Street, lot consolidation schemes incorporating in excess of 150' of frontage will be discouraged, unless the proposed development reflects a massing sensitivity to the original lot and massing configurations of the block.



***Second Street
front setback***



***Appropriate Second
Street architecture***

- No parking is allowed in the front yard.
- Allowable signs should be smaller and less obtrusive due to the pedestrian atmosphere of the downtown. Second Street's signs should appear less commercially oriented than First Street's signs.
- Whenever possible, parking should be located at the rear of the property or under the structure. Alley access is preferred.
- In order to provide a transition of architecture from commercial to residential, buildings on Second Street are encouraged to employ full roof treatments. Buildings with a combination of flat and pitched roofs are also encouraged.

5. Recommendations for Civic Center

- Due to overview concerns of surrounding residential uses, all new construction should incorporate full roof treatments. Flat roofs with exposed mechanical equipment are strongly discouraged.
- Building massing of any new construction on the site should be massed predominantly along the East D Street and Vulcan Avenue right-of-way. Building massing and vehicular access along East E Street should be minimized to protect adjacent land uses.
- Direct vehicular access should be restricted from East E Street.
- The removal of the extensive grade separation at Vulcan is encouraged.
- Higher building heights may be considered on this site (see Chapter 3, Development Standards for D-CC zone).
- Parking beneath structures is encouraged on this site.
- A central courtyard, plaza, or commons is recommended to add to the site's civic appeal.

6. Recommendations for Cozen's Site

- Provisions should be made to connect "C" Street through the property to allow vehicular and pedestrian access to First Street (see Streetscape Concepts, Section 4.7).
- The site should incorporate strong vertical tree buffering along the top of the slope adjacent to Moonlight Beach Park.
- The site should incorporate a mixed use appearance with pedestrian oriented retail shops along C Street, with increased privacy for patrons as the buildings and spaces move away from C Street.
- The site should incorporate a strong vertical architectural element as a terminus for Second Street.

7. Historic Rehabilitation

Under City-wide zoning overlay regulations, site-specific analysis is required to determine when sites include historically and architecturally significant resources. For sites determined to include such resources, the following design recommendations apply.

- Every reasonable effort should be made to provide a compatible use for a property which requires minimal alternation of the building, structure, or site and its environment, or to use a property for its historically original purpose.
- The distinguishing original qualities or character of a building, structure, or site and its environment should not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.
- All buildings, structures, and sites should be recognized as products of their own time. Alterations that have no historical basis and which seek to create an earlier appearance should be discouraged.
- Changes which may have taken place in the course of time are evidence of the history and development of a building, structure, or site and its environment. These changes may have acquired significance in their own right, and this significance should be recognized and respected.
- Distinctive stylistic features or examples of skilled craftsmanship which characterize a building, structure, or site should be treated with sensitivity.
- Deteriorated architectural features should be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new materials should match the original material being replaced in

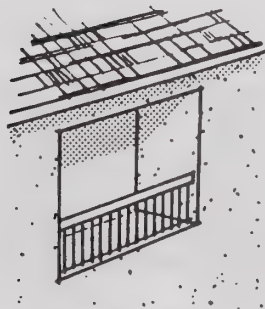
composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features, substantiated by historic, physical, or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other buildings or structures.

- The surface cleaning of structures should be undertaken with the gentlest means possible. Sandblasting and other cleaning methods that will damage the historic building materials should not be undertaken.
- Every reasonable effort should be made to protect and preserve archaeological resources affected by, or adjacent to, any project.
- Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant historical, architectural, or cultural material, and character of the property, neighborhood or environment.
- Wherever possible, new additions or alterations to structures shall be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the structure would be unimpaired.

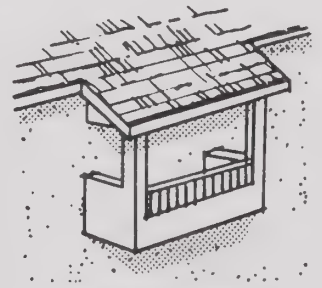
4.6 Multi-Family Residential Design Recommendations

4.6.1 Architectural Considerations

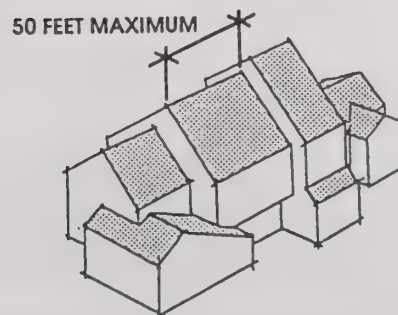
1. New residential development (two or more units) in existing neighborhoods should incorporate architectural characteristics which will maintain the scale of existing structures on the property and surrounding neighborhood, for example; window and door detailing, facade decoration, materials, color, roof style and pitch, porches, and the like.
2. Changes in plane and height, and the inclusion of elements such as balconies, porches, arcades, dormers, and cross gables mitigate the barracks-like quality of flat walls and roofs, and of excessive length, which are often negative characteristics of multiple family projects.
3. The incorporation of balconies, porches, and patios within the building form is encouraged for both practical and aesthetic value. These elements should be integrated to break up large wall masses, offset floor setbacks, and add human scale to buildings.



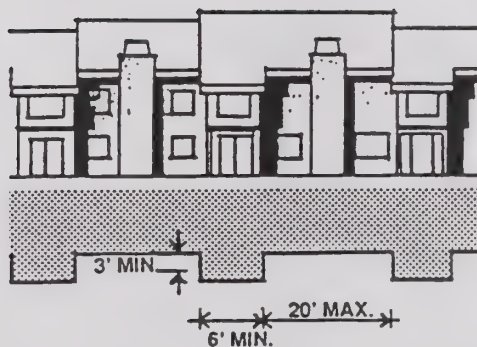
Inset balcony



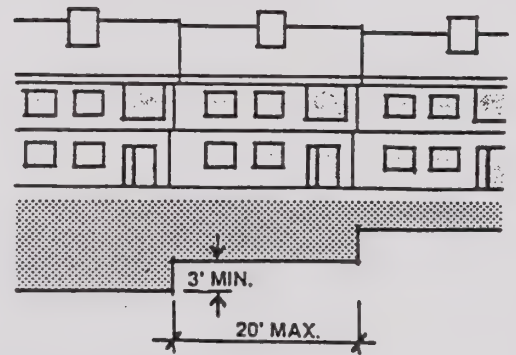
Projecting balcony



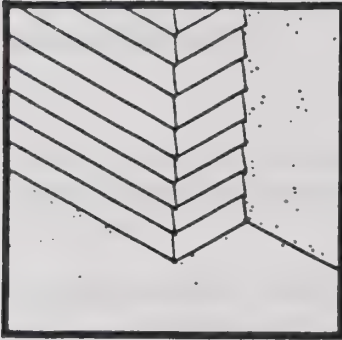
4. Due to the existing context of full roofs on residential structures in the Downtown, hipped or gabled roofs covering the entire building are preferable to mansard roofs or segments of pitched roofs applied at the building's edge.
5. Wall planes should not run in one continuous direction for more than 20 feet without a change of at least 3 feet. Where this is accomplished by the use of a building projection, such projection should be minimum of 6 feet wide.
6. Projects should be broken up into groups of structures with each structure ranging approximately from 4 to 8 units.
7. When an existing single family unit is to remain on the site where new multiple family units are to be constructed, the existing unit should be upgraded to be compatible with the new units.



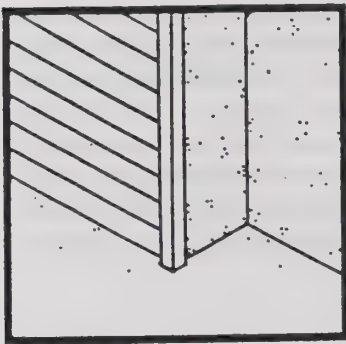
ARCHITECTURAL PROJECTION



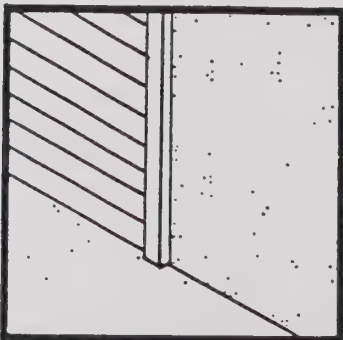
CHANGE IN WALL PLANE



Change in plane with
change in material
Recommended



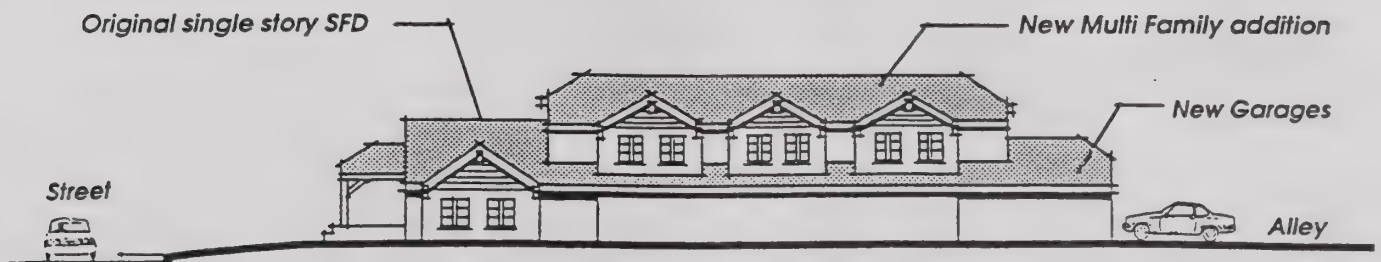
Material or color change
at outside corner
Not recommended



Change of materials on same
plane Not Recommended

8. The composition of materials should avoid giving the impression of thinness and artificiality. Veneers should turn corners, avoiding exposed edges.
9. If concrete block is used it should receive a finish coat of stucco.
10. Carports, detached garages, and accessory structures should be designed as an integral part of the overall project. They should be similar in materials, color, and detail to the principal buildings of a development.
11. If carports are permitted to utilize flat roofs, the roofs should not project above any exterior walls adjacent to streets. Prefabricated metal carports are discouraged.

RESIDENTIAL SIDE ELEVATION



Appropriate transition from 1 story to 2 story MFD

12. All mechanical equipment whether mounted on the roof or ground should be screened from view. Screen walls should be architecturally integrated with structures.
13. Major design orientation (front pedestrian entry, window openings) should be provided out onto front and side streets frontages.
14. Front porches are encouraged.
15. Residential development should provide a street/sidewalk appearance dominated by well-designed dwellings and landscaping. It is strongly emphasized that garages should not predominate the primary front facade. Under this specific plan's development standards, alley access for parking is to be used when alleys are present. This should automatically avoid front facades being dominated by garages or carports. When auto access from the street must be allowed, the front plane of garages or carports should be further back from primary street frontage than the front plane of the dwelling structures, and as far back on the site as possible.

4.6.2 Site Design Considerations

1. New multiple family developments should be designed to continue desirable site layout relationships between original structure(s) on a development site and the surrounding neighborhood. Access to parking should be taken from an adjacent alley whenever possible.
2. Because multiple family projects are usually taller than one story, their bulk can impose on surrounding uses. The height of such projects should be considered within the context of their surroundings. Buildings with greater height may require additional setbacks at the second story so as not to impose on adjacent single story uses.
3. Parking/garages: Access to parking and/or garages should be from alleys when available. Side street and front street access is less desirable and will be reviewed on a case-by-case basis.

Parking areas, covered carports, and enclosed garages should be setback further from the front property line than the primary wall facade of the primary residential structure on a development site. All parking/garages are preferred at the rear of the site.

Appropriate infill of multi-family structure



Architectural form and details conform to existing neighborhood.

Inappropriate infill of multi-family structure

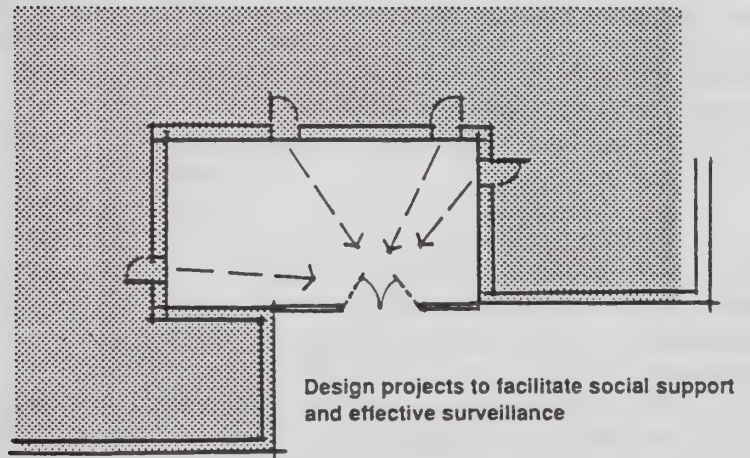


Multi-family addition does not conform to style of existing neighborhood.

4.6.3 Security Considerations

1. The most common security problems for multiple family projects are:
 - Uncontrolled access to parking where outsiders may enter freely.
 - Uncontrolled pedestrian access to the site.
 - Unassigned common areas, including parking spaces, provide opportunities for outsiders to go unnoticed on the site.
 - Security at building or site entrances is difficult to maintain if not visible from the public street or from well used common areas within the complex.
2. Both public and private spaces should be appropriately delineated with paving, building materials or grade separation, or with physical barriers such as landscaping, fences, walls, screens, or building enclosures. By defining spaces outside living units or groups of living units, residents will be more inclined to notice any unusual activity or intrusion.
3. Entrances for both automobiles and pedestrians should be marked with gates and lights. By defining and controlling access points to the building, unauthorized intruders will be deterred.
4. It is important that all entrances to a site be designed to be easily visible from a public street or alleyway. It is also essential that interior and exterior access points and corridors are well lit provided that such lighting is shielded and directed so as to be unobtrusive.
5. Private open spaces for individual dwellings (patios, balconies or courts) should not be required to be visible from other residential units. But common open spaces, courtyards, circulation corridors and balconies, and individual living unit entrances should be visible from a majority of the living units. The units should also allow easy surveillance from within the living units.
6. Consideration should be given to avoiding obscured spaces where intruders might hide in the design of all new multiple family projects without compromising principals of good architectural and site design.
7. Lighting for pedestrian walkways should be maintained at 0.5 foot-candles for average areas such as through common areas, and at 0.8 footcandles for security areas such as at site entrances and walkways from parking areas.

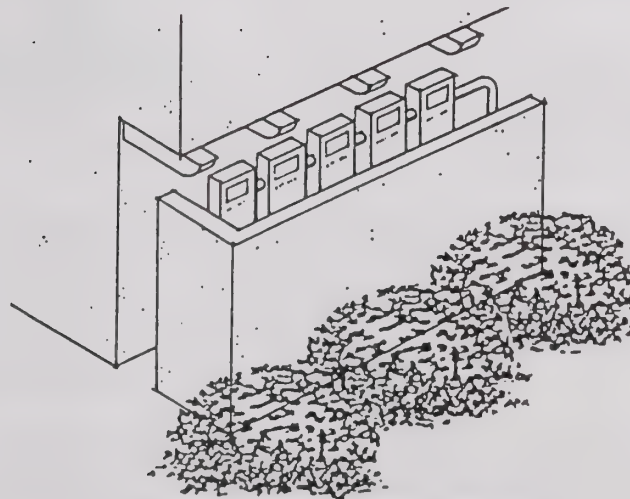
8. In larger complexes, living units should be clustered in small groups of 4 to 8 units. This will help establish an active social network between residents and will reinforce the sense of territoriality in each cluster of units.
9. Garages or security gates should be provided for parking areas, where feasible.



4.6.4 Screening Of Storage and Equipment Areas

Outdoor storage and trash areas present a negative visual experience, especially in residential areas, and should be concealed from public view to the greatest degree possible.

1. Any exterior storage or trash area should be confined to portions of the site least visible to public view.
2. Screening should consist of a combination of solid screening materials and landscaping. Permanent chain-link fencing with slatting is not recommended.
3. Any equipment, whether on the roof, side of building, or ground, should be screened. The method of screening should be architecturally integrated with the building in terms of materials, color, shape, and size.
4. Where individual equipment is provided reasonably close together, a continuous screen is desirable as opposed to a number of individual screens.



Utility meters and other outdoor equipment must be suitably screened from view. Screening devices must be compatible with adjacent buildings.

4.7 Streetscape Concepts

4.7.1 Introduction

The purpose of this Streetscape Concepts section is to set forth general and specific design standards for streetscape improvement within the Downtown area's public right-of-way. The information provided in this section identifies and coordinates the streetscape design elements of paving (sidewalks and crosswalks), street trees, street furniture, lighting, median treatments, and other special parking or "Gateway" treatments and signs.

The Streetscape Concepts section is a guidebook to be used by the City in revising its streetscape standards for the area and as a manual for informing private developers of some of their "off-site" improvement responsibilities.

All of the streetscape and right-of-way modifications identified in this section will occur within the public right-of-way and will be primarily initiated through the Public Works, Capital Improvements process. However, when opportunities arise where private developments are occurring, developers may be required to install these "off-site" improvements as part of their condition of approval.

4.7.2 Applicability

The Streetscape Concepts provided in this section apply to all designated areas of the public right-of-way within the Specific Plan Area. They provide the design criteria that the City and future developers will follow in the preparation of plans for improvement of the various rights-of-way. When improvement of designated streets or portions of rights-of-way is proposed by the City, or required of any developer or agency in conjunction with land use or other development, such improvement shall be consistent with these streetscape concepts. Consistent with City regulations, requirements to install street improvements may be satisfied by convenient, lien, and/or other applicable measure(s) when it is determined that incremental improvements are inappropriate.

4.7.3 Goals

The Streetscape Concepts for the Specific Plan Area have been prepared with the following goals in mind.

1. To strengthen and enhance a nostalgic, small town Downtown pedestrian environment.
2. To beautify the commercial streets in order to improve the overall visual "image" of the Specific Plan Area.
3. To enhance the motorist's "sense of arrival" into the Downtown.
4. To enhance the unique "sense of place" and identity for Downtown.

5. To improve the availability of close, abundant "on-street commercial parking" spaces.
6. To consider the need for "long term maintenance" and durability in the selection and design of streetscape elements.
7. To avoid faddish or current streetscape gimmicks for the Downtown streetscape in favor of long term, more traditional approach to design.

4.7.4 Streetscape Design Concepts

The overall general streetscape guidelines for the downtown Encinitas area shall include:

Architectural Theme - selected street furniture does not have to match exactly in style or color, but should be compatible. Prefer a simple style, but not necessarily contemporary.

Theme Colors - select bright or dark blue or green colors for accents such as trash receptacles, tree grates, bike racks, etc.

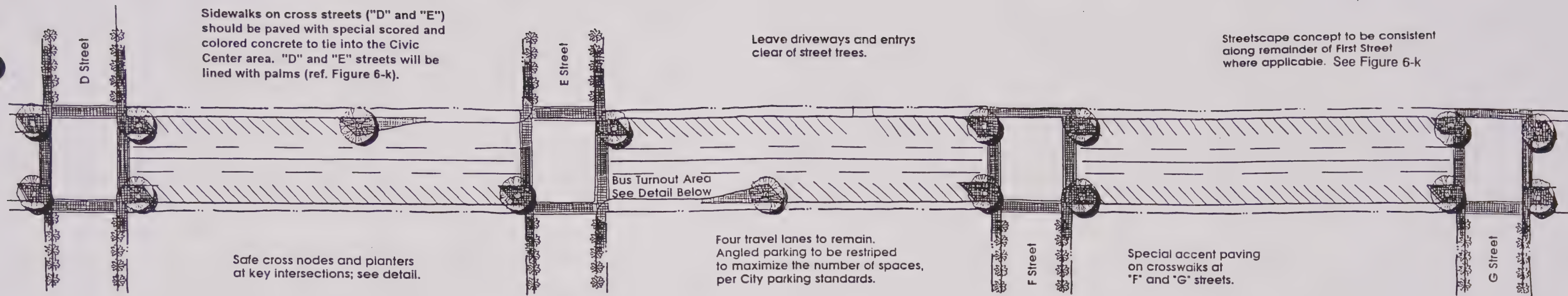
Street Furniture - should discourage vandalism and be low in maintenance.

Seating Nodes - create seating nodes at intersection locations that include benches and bike racks. Avoid seating that is open and parallel to the line of sidewalk to avoid damage by skateboarders.

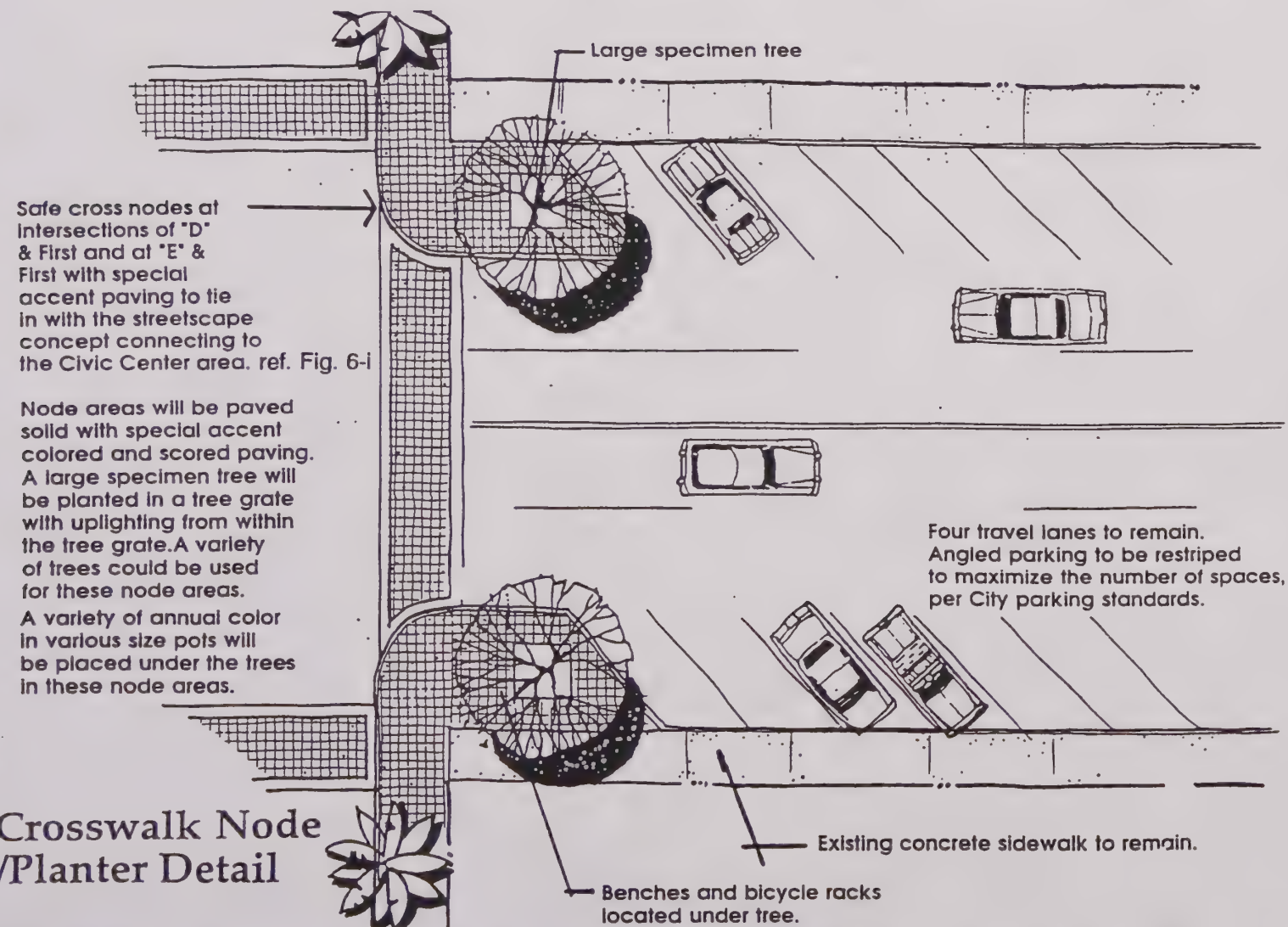
Pavement Treatment - use pavement texturing and coloring as indicated on sidewalks, at sidewalk nodes and at intersection crossings to unify streetscapes and accent the area's pedestrian environment.

The following section provides details of the various design elements that make up the Streetscape Concepts for Downtown Encinitas. The individual elements include:

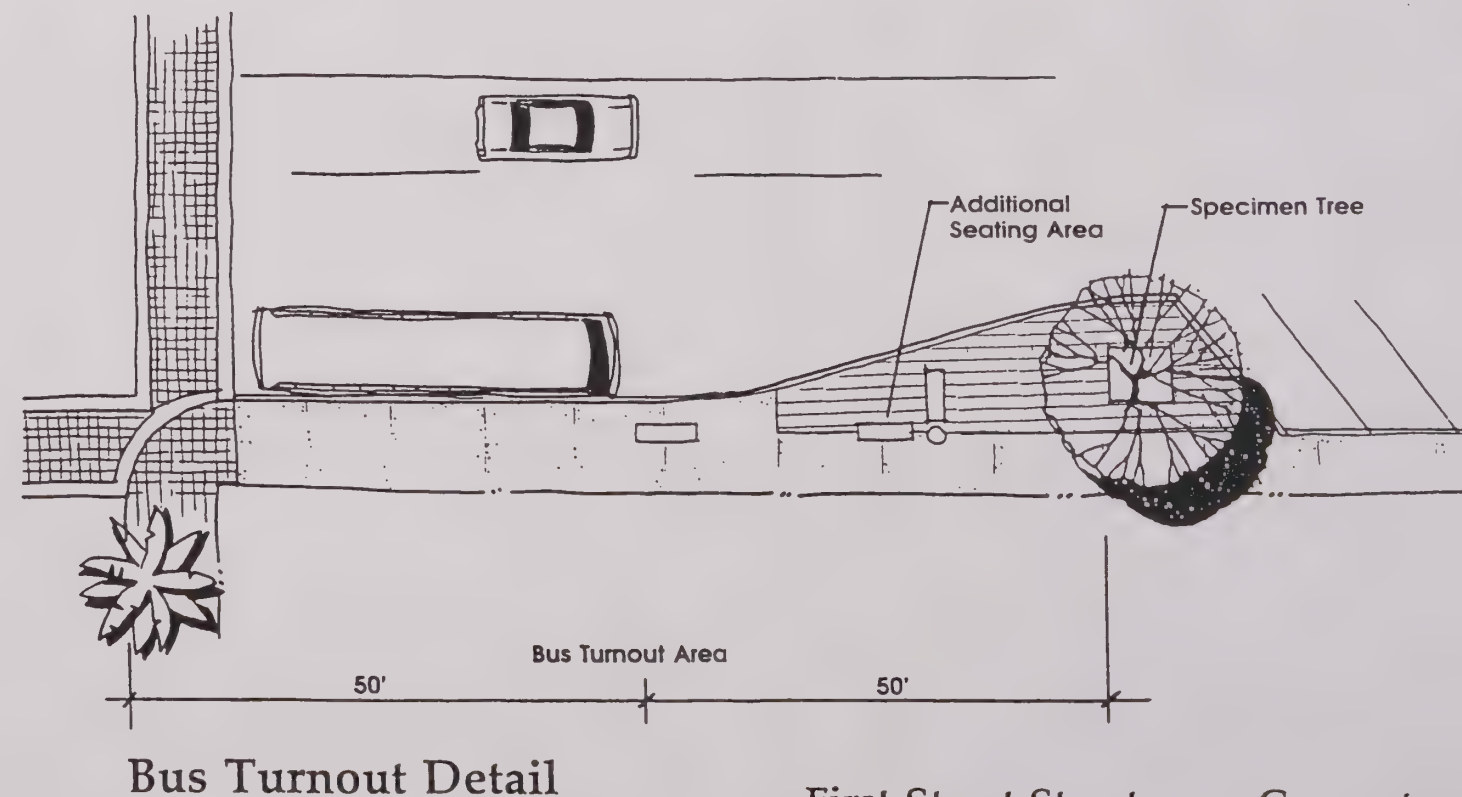
1. First Street Streetscape Concept and Intersection Detail
2. Vulcan Avenue Streetscape Concept (3 pages)
3. Second Street Streetscape Concept and Cross Section
4. "C" Street Extension Concept
5. Encinitas Blvd./Highway 101 at Moonlight Beach Entry Area Concept and Sketch
6. Entry Sign Concepts
7. Street Furniture
8. Comprehensive Streetscape Plan



Plan View



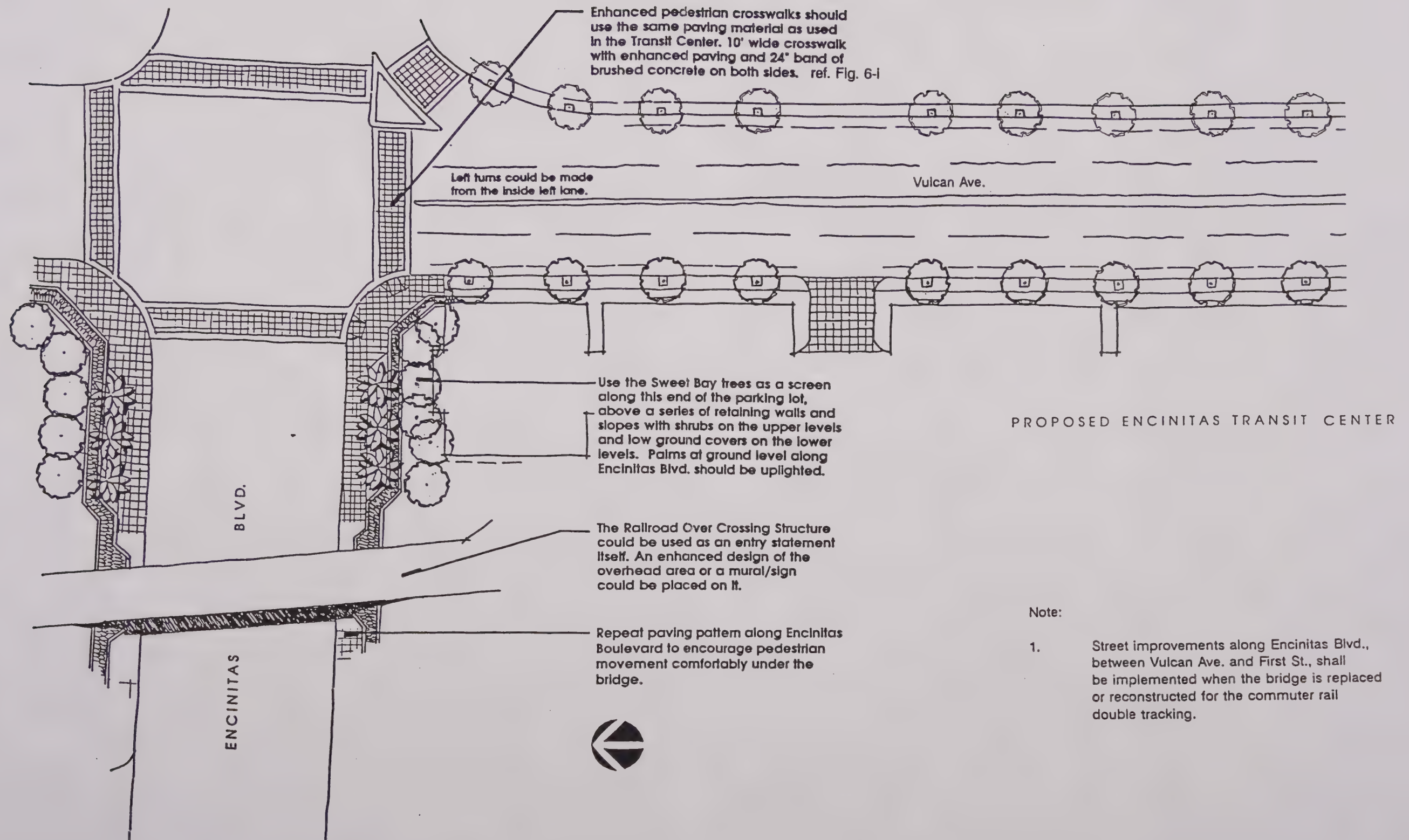
Crosswalk Node/Planter Detail



Bus Turnout Detail

First Street Streetscape Concept DOWNTOWN ENCINITAS SPECIFIC PLAN

Figure 6-a

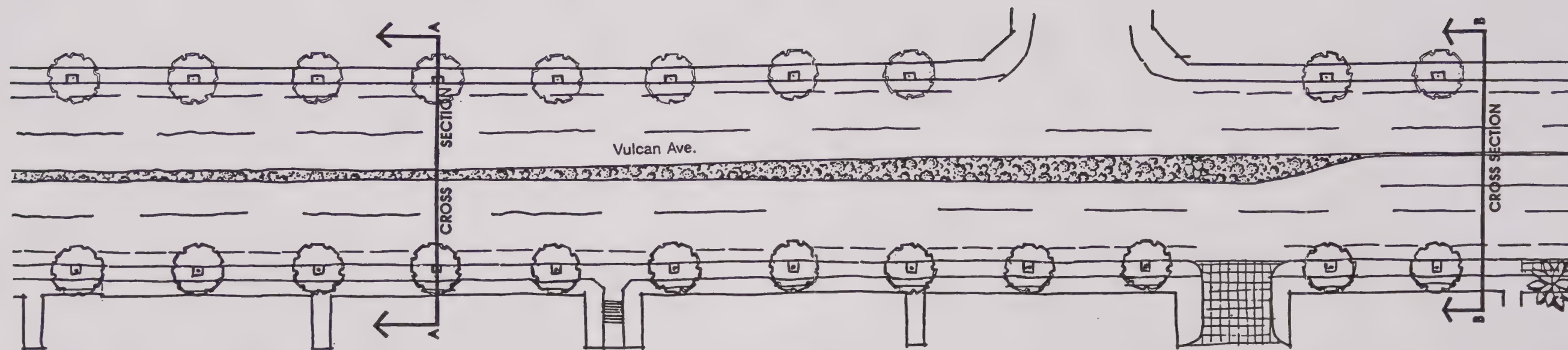


Vulcan Ave.
Streetscape Concept

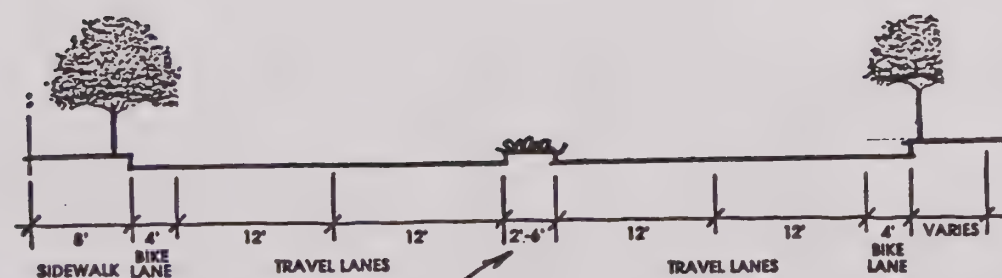
DOWNTOWN ENCINITAS SPECIFIC PLAN

Figure 6-b

No parking on both sides of Vulcan.

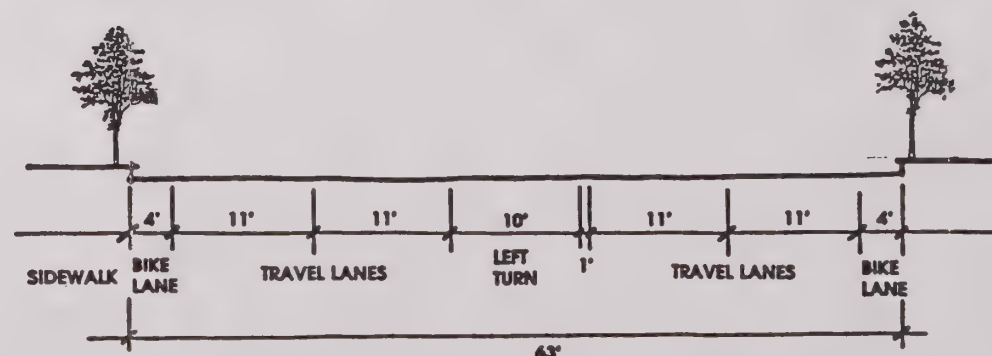


PROPOSED ENCINITAS TRANSIT CENTER

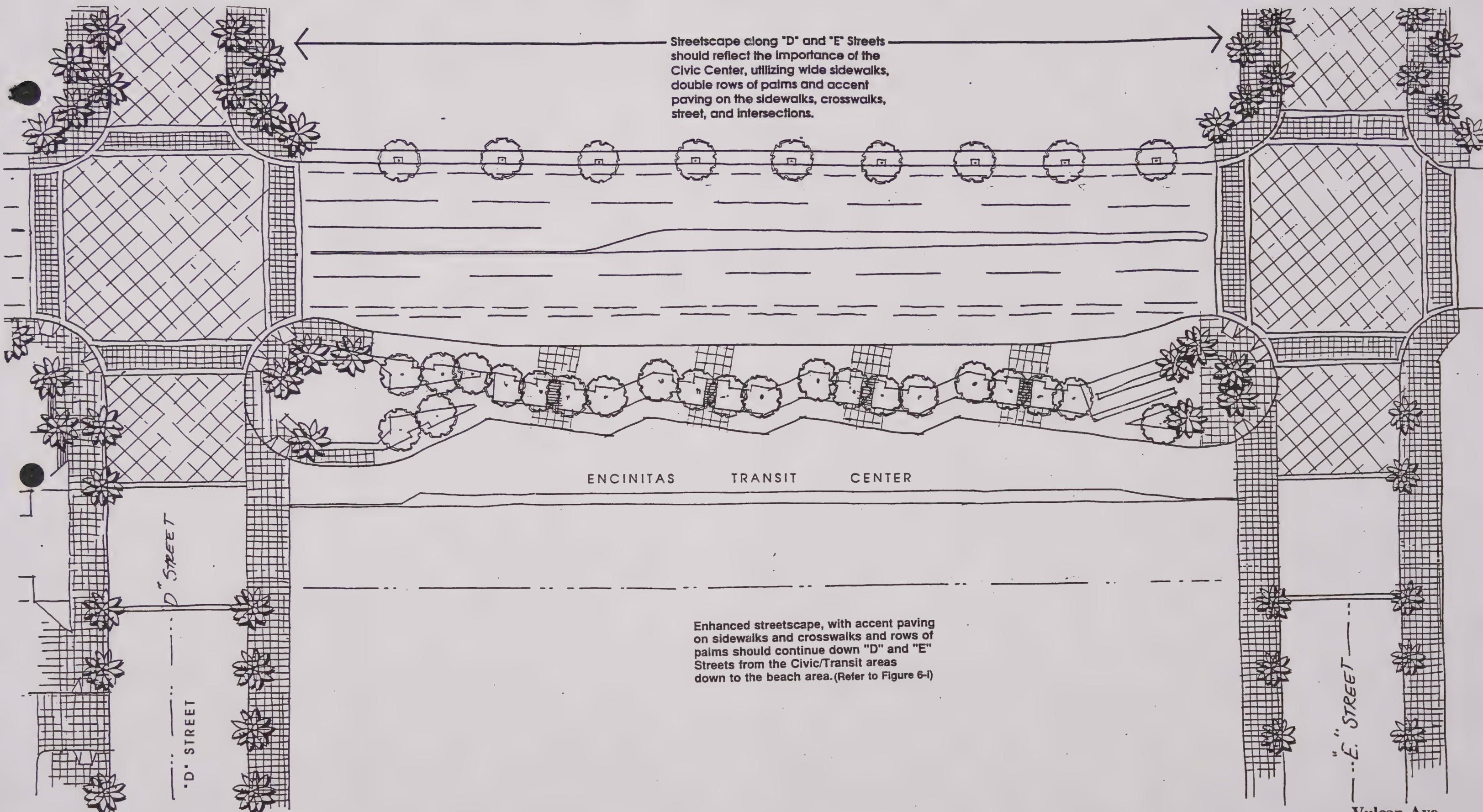


"This dimension will vary from 2'-4' over the length of Vulcan Avenue from Encinitas Blvd. to E Street."

CROSS SECTION AA



CROSS SECTION BB



Streetscape along "D" and "E" Streets should reflect the importance of the Civic Center, utilizing wide sidewalks, double rows of palms and accent paving on the sidewalks, crosswalks, street, and intersections.

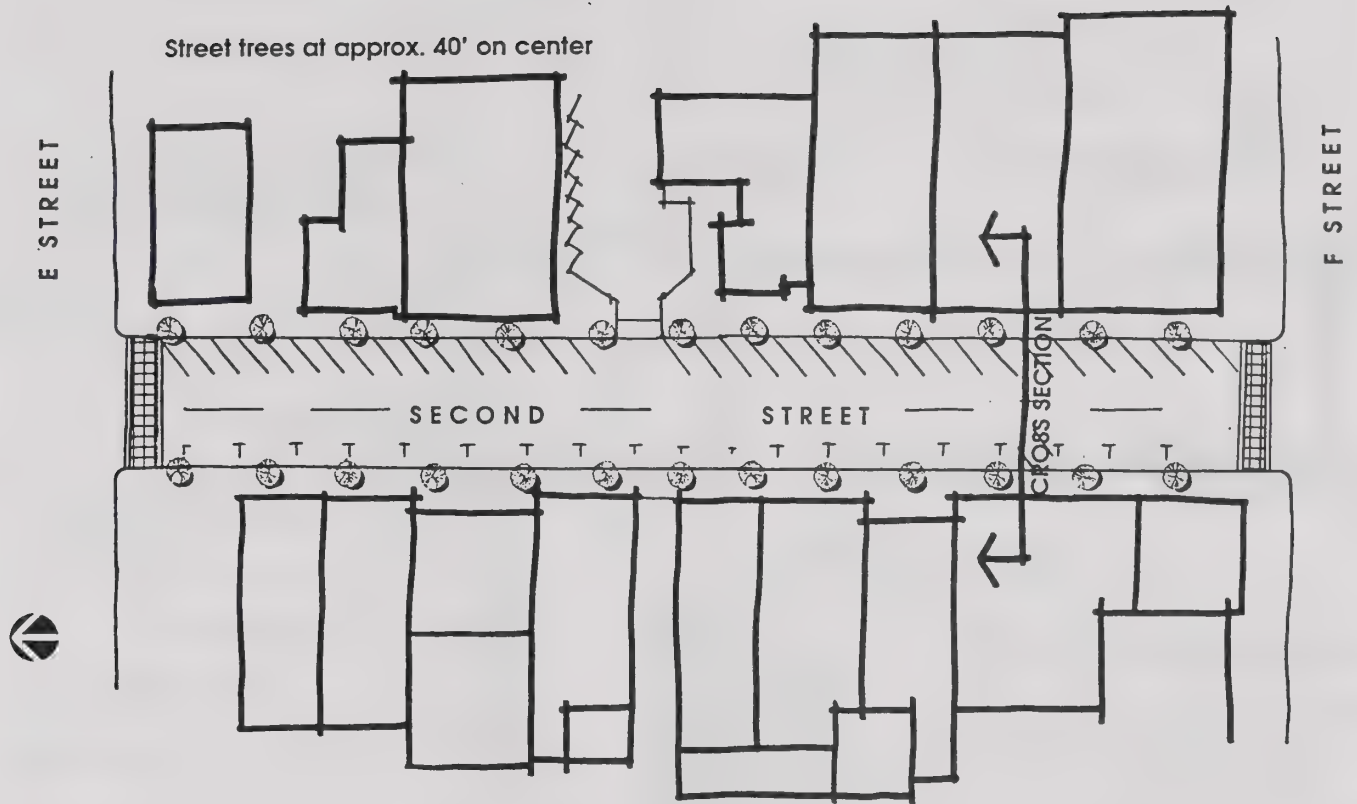
ENCINITAS TRANSIT CENTER

Enhanced streetscape, with accent paving on sidewalks and crosswalks and rows of palms should continue down "D" and "E" Streets from the Civic/Transit areas down to the beach area. (Refer to Figure 6-l)

Vulcan Ave.
Streetscape Concept

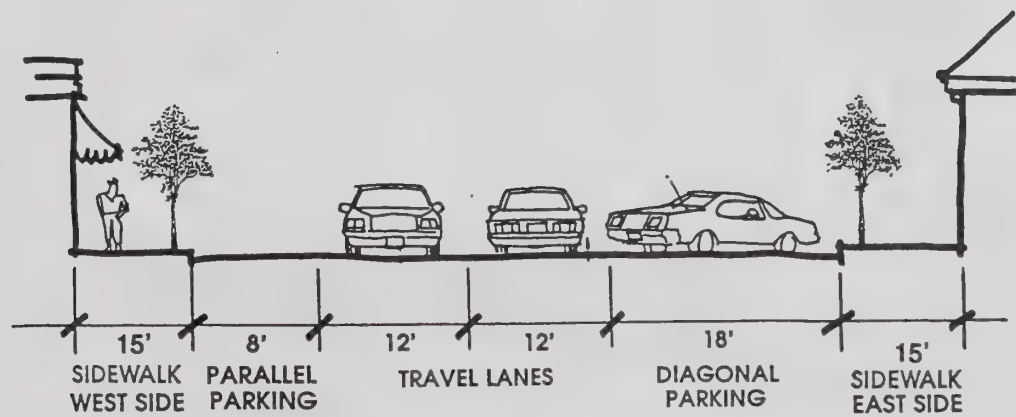
**DOWNTOWN ENCINITAS
SPECIFIC PLAN**

Figure 6-d



Plan

Pavement texturing at crosswalks
to match First Street design; ref.
Fig. 6-i for textures/colors

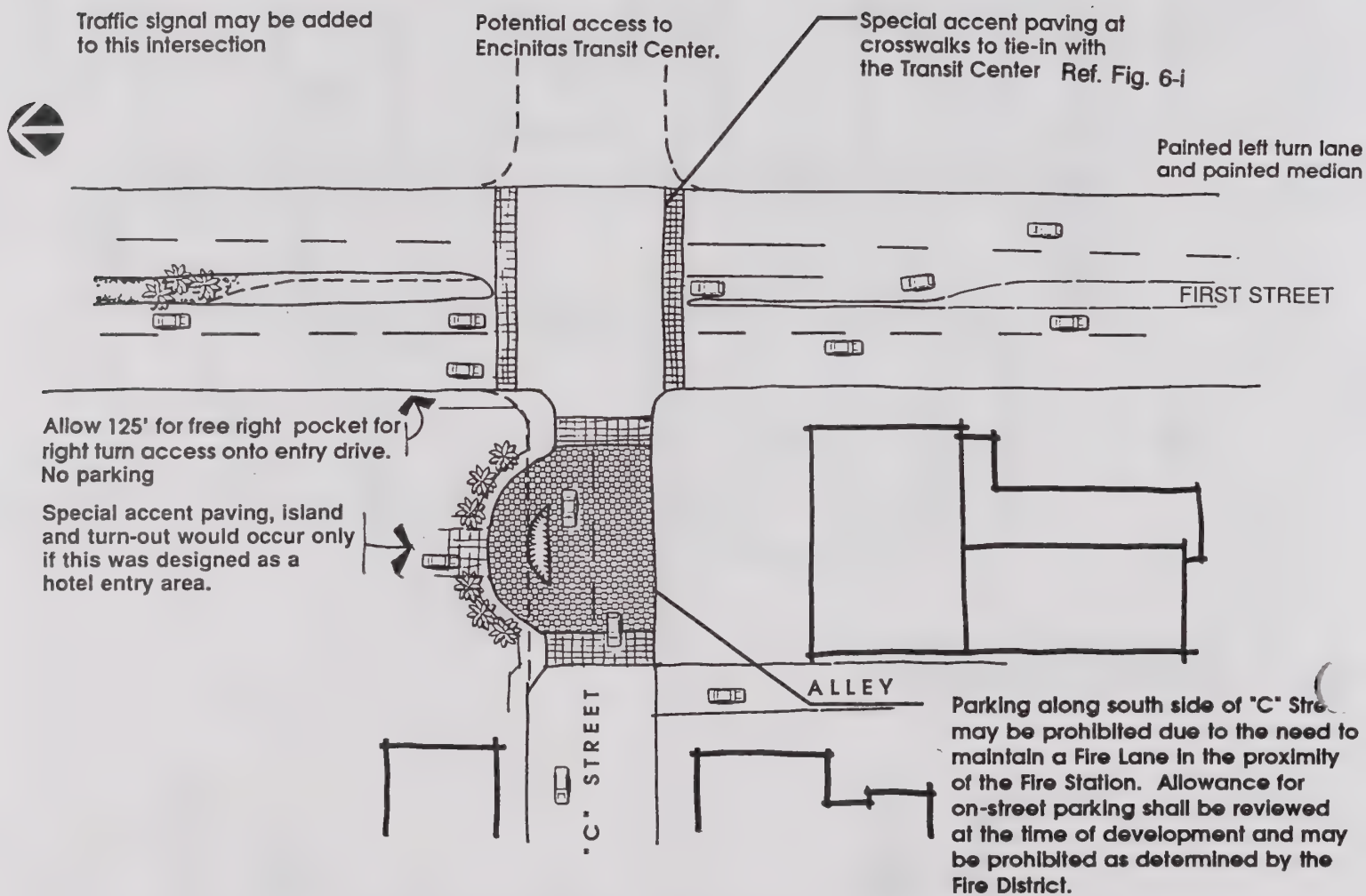


Cross Section

DOWNTOWN ENCINITAS SPECIFIC PLAN

Second Street Streetscape Concept

Figure 6-e



NOTES: C Street extension may be provided as a private drive open to public access. Pedestrian sidewalks through to C Street shall be included.

DOWNTOWN ENCINITAS SPECIFIC PLAN

"C" Street Extension Concept

Figure 6-f

The roadway at this area should be paved with a rough or scored patterned concrete.

This will act as both a visual accent and a method to slow traffic.

B Street

OLD HWY 101

ENCINITAS BLVD

AT & SF OC.

A planting of palms along this edge of the park would accentuate the park area itself.

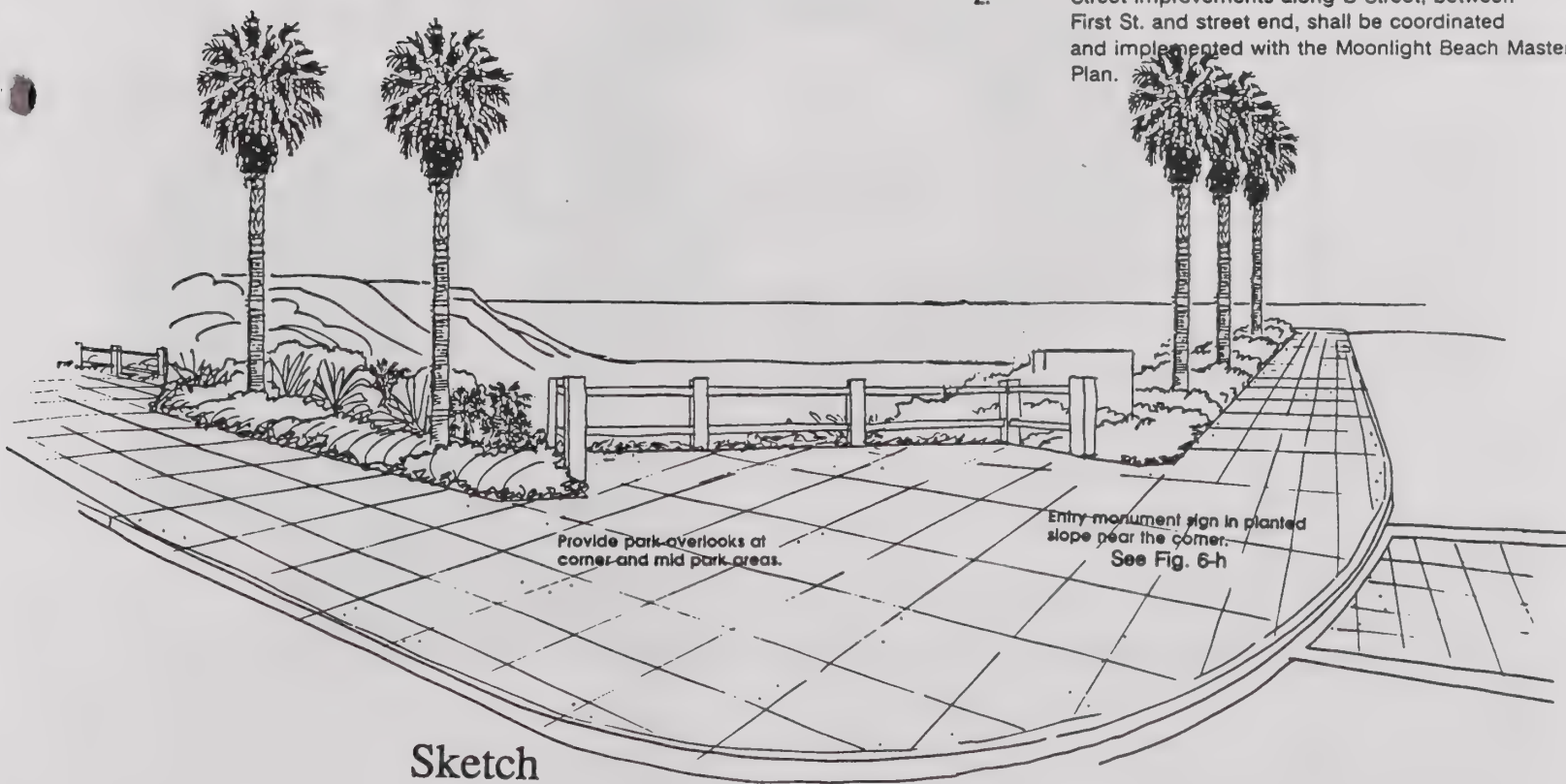
MOONLIGHT BEACH CITY PARK

Provide park overlooks at corner and mid park areas.

Notes:

Plan

1. Street improvements along Encinitas Blvd., between Vulcan Ave. and First St., shall be implemented when the bridge is replaced or reconstructed for the commuter rail double tracking.
2. Street improvements along B Street, between First St. and street end, shall be coordinated and implemented with the Moonlight Beach Master Plan.



DOWNTOWN ENCINITAS SPECIFIC PLAN

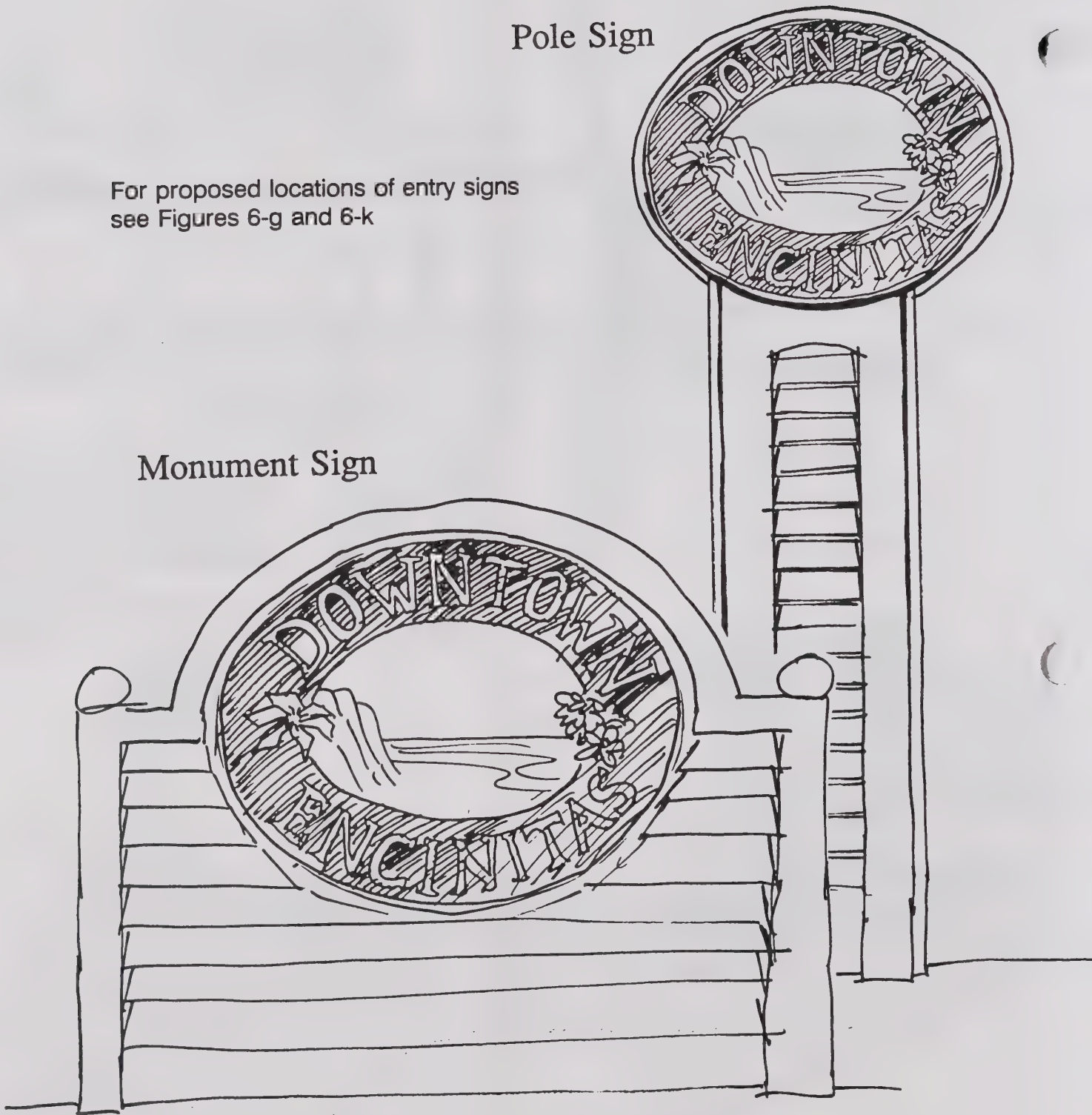
Encinitas Blvd./Hwy. 101
Moonlight Beach Entry Area Concept

Figure 6-g

Pole Sign

For proposed locations of entry signs
see Figures 6-g and 6-k

Monument Sign



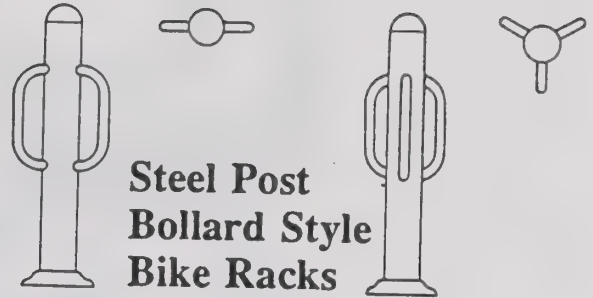
***DOWNTOWN ENCINITAS
SPECIFIC PLAN***

Entry Sign Concepts

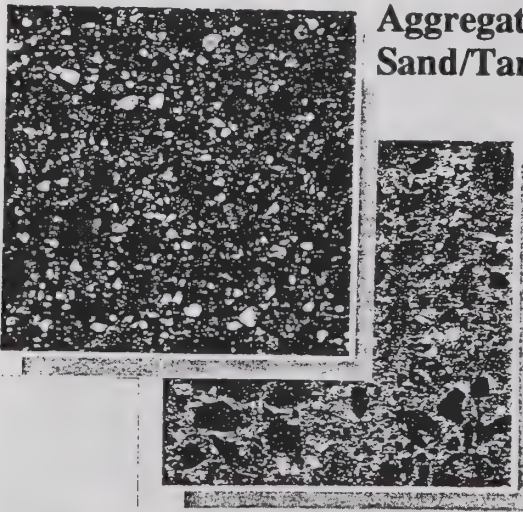
Figure 6-h



**Acorn Style Luminaire
on Marbelite Pole**



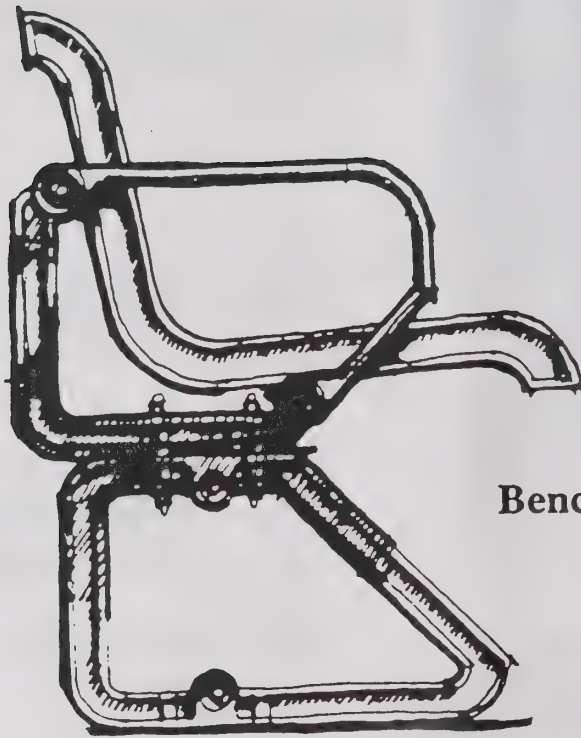
**Gray Tone Colored with Fine
Exposed Aggregate Concrete,
Aggregate in
Sand/Tan Colors**



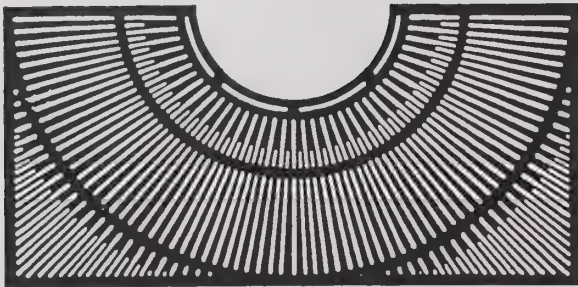
DOWNTOWN ENCINITAS SPECIFIC PLAN

Street Furniture

Figure 6-i



Bench



Tree Grate

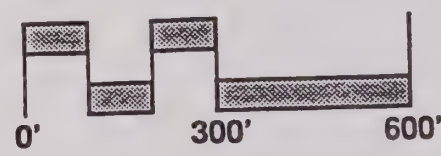
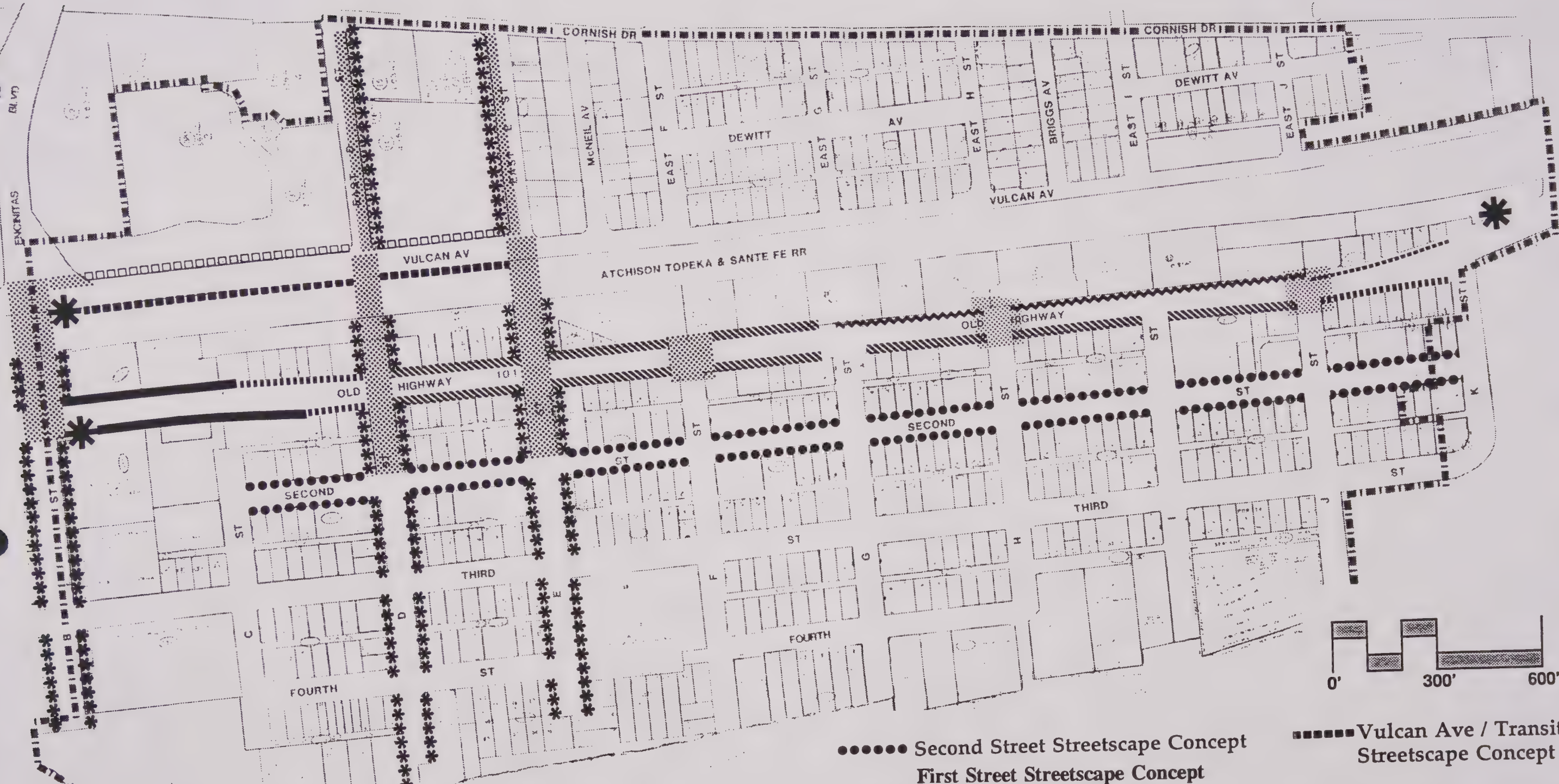
Trash Receptacle



DOWNTOWN ENCINITAS SPECIFIC PLAN

Street Furniture

Figure 6-j



LEGEND

- First Street Streetscape Concept
Diagonal parking (With specimen trees at corner nodes where space permits)
- First Street Streetscape Concept
Parallel parking except where existing trees are preserved
- First Street Streetscape Concept
Parallel parking (Or redesign curb & sidewalk to provide diagonal parking and preserve existing trees)

- Second Street Streetscape Concept
- First Street Streetscape Concept
Parallel park or no parking as needed for traffic safety
- First Street Streetscape Concept
No parking
- Entry Sign Locations
- Accent paving on crosswalks and sidewalks at special pedestrian areas
- Palms 30 feet on center (40 feet on center in residential zone districts)

- Vulcan Ave / Transit Station Streetscape Concept
- Vulcan Ave (East side) Streetscape
To match West side where space is available while preserving existing trees

Comprehensive
Streetscape Concept
***DOWNTOWN ENCINITAS
SPECIFIC PLAN***
Figure 6-k

4.8 General Landscape Recommendations

Landscaping for commercial uses in the Downtown is important to create an atmosphere conducive to pedestrian activities and to define specific areas by helping to focus on building entrances, parking lots, defining the edges of various land uses, buffering between neighboring properties, and providing screening for loading and storage areas. Landscaping can be used as a unifying element within a project to obtain a cohesive appearance and to help achieve compatibility of a new project with its surroundings.

4.8.1 General Landscape Design Recommendations

- a. Landscaping can be in the form of planting beds, raised planters, containers, or window boxes, if a suitable setback is included.
- b. Landscaped areas should generally incorporate plantings utilizing a three tier system; 1) grasses and ground covers, 2) shrubs, and 3) trees.
- c. The following are common planting design concepts which are encouraged:
 - Specimen trees used in formal groupings or clusters at major focal points
 - Use of flowering vines both on walls and arbors
 - Use of planting to create shadow and patterns against walls
 - Trees to create canopy and shade, especially in parking areas
 - Plantings and walls to screen outdoor areas from wind
- d. All landscaped areas should emphasize the following water conservation techniques:
 - (1) Limit turf areas.
 - (2) Install efficient irrigation systems.
 - (3) Improve soil for better water penetration and improved water holding capacity of the soil.
 - (4) Use of mulch to cover and cool the soil.
 - (5) Use of drought tolerant plants. Use of cactus, however, shall be very limited and used only in small areas for accent.

General Landscape Recommendations

- (6) Regular maintenance to include pruning, weeding, proper fertilization, pest control, and water schedule adjustments.
- e. Landscaping which is in scale with adjacent buildings and of appropriate size at maturity to accomplish its intended goals is most efficient.
- f. Landscaping around the entire base of buildings is encouraged to soften the edge between the parking lot and the structure. This can be accented at entrances to provide focus.



*Excellent rear facade
landscape concept*

- g. Landscaping can help to identify entrances, separate outdoor dining areas, shade courtyards or define alleys to encourage pedestrian activity.
- h. Landscaping can be protected from vehicular and pedestrian encroachment by raised planting surfaces, depressed walks, or the use of curbs. Concrete mow-strips separating turf and shrub areas can also be provided.
- i. Vines and climbing plants integrated upon buildings, trellises, and perimeter walls not only looks good but also help discourage graffiti. A few plants to consider for this purpose are: bougainvillea, grape ivy, and wisteria vines.
- j. Landscaping can be used to screen trash, equipment, storage and loading areas from public view from alleys as well as from streets.
- k. Where buildings are set back from the sidewalk or alley, landscaping can be used to treat both the setback area and the exposed walls of adjacent buildings.

General Landscape Recommendations

- l. Benches, kiosks or artwork are encouraged to be incorporated into the landscaping as amenities in high use areas.
- m. The use of inorganic groundcover (gravel or crushed rock) is not recommended. If used in small areas, it can be in combination with drought tolerant plants and limited to an accent feature.
- n. When used, hardscape materials should reflect the design and function of space and incorporate a variety of textures and materials whenever possible.
- o. Plants in containers are especially encouraged for areas adjacent to storefronts along walkways.
- p. The landscape irrigation system shall be automatic and should be designed to prevent over spray run-off to the greatest degree possible.
- q. All irrigation systems can be designed to minimize vandalism by placing controls in appropriate above or below grade enclosures.
- r. For large systems, sectionalized gate valves can be provided to allow shutting down various sections without affecting the entire system.



Well designed parking lot

- s. Appropriate, protective staking is important to protect trees from potential vandalism.
- t. Careful consideration of the spacing of plant materials will insure that they do not interfere with the lighting of the premises or restrict access to emergency apparatus such as fire hydrants or fire alarm boxes. Plant spacing can also insure unobstructed access for vehicles and pedestrians and provide clear vision at site intersections.
- u. Alternative water conserving irrigation technologies should be incorporated whenever possible.
- v. The following distancing is recommended for trees and large shrubs:
 - A minimum of 10 feet between center of trees or large shrubs and edge of driveway, water meter or gas meter and sewer laterals.
 - A minimum of 10 feet between center of trees or large shrubs and point of intersection of the edge of driveways and streets or walkways.
 - A minimum of 20 feet between center of trees and large shrubs to utility poles.
 - A minimum of 8 feet between center of trees or large shrubs and fire hydrants and fire department sprinkler and standpipe connections.
 - Parking lot trees should be a minimum of 15 gallon.

The following mix is recommended as the minimum size for plant materials:

Trees

10%, 48 inch box
 10%, 36 inch box
 50%, 24 inch box
 30%, 15 gallon

Groundcover

100% coverage within 1 year

Shrubs

100%, Balance between 1 and 5 gallon

General Landscape Recommendations

4.8.2 Suggested Plant Palette

a. First Zone of Exposure

All property within the Downtown area which is between the high tide line and Vulcan Avenue lies essentially within the "first zone of exposure." Landscape materials in this area are subject to strong prevailing winds and salt laden air. While development is not limited to an exclusive palette, some examples of appropriate landscape materials for the first zone of exposure are:

BOTANICAL NAME	COMMON NAME
<u>Trees</u>	
Arecastrum romanzoffianum	Queen Palm
Brahea armata	Mexican Blue Palm
Brahea edulis	Guadalupe Palm
Butia capitata	Pindo Palm
Chamaerops humilis	Mediterranean Fan Palm
Metrosideros excelsus	New Zealand Christmas Tree
Pittosporum crassifolium	Karo (std.)
Washingtonia robusta	Mexican Fan Palm
Tristania conferta	Brisbane Box
<u>Shrubs</u>	
Carissa spp.	Natal Plum
Ceanothus spp.	Wild Lilac
Coprosma spp.	Mirror Plant
Dodonea viscosa	Hopseed Bush
Juniperus spp.	Juniper
Leptospermum laevigatum	Australian Tea Tree
Malaleuca spp.	None
Metrosideros villosus	None
Myoporum laetum	None
Pittosporum crassifolium	Karo
Pittosporum crassifolium nana	Dwarf Karo
Pittosporum tobira	Tobira
Pittosporum tobira Wheeleri	Wheeler's Dwarf Tobira
Raphiolepis spp.	Indian Hawthorne
Rhus integrifolia	Lemonade Bush

Perennials

Euryops pectinatus	None
Felicia amelloides	Blue Marguerite
Limonium perezii	Sea Lavendar
	Other wild flowers

Groundcovers

Arctostaphylos uva-ursi	Bearberry
Baccharis pilularis	Prostrate Coyote Bush
Carissa prostrata	Prostrate Natal Plum
Carpobrotus edules	Sea Fig
Ceanothus gloriosus	Point Reyes Ceanothus
Ceanothus griseus	
horizontalis	Carmel Creeper
Delosperma alba	White Trailing Ice Plant
Drosanthemum floribundum	Rosea Ice Plant
Gazania spp.	None
Hedera canariensis	Algerian Ivy
Juniperus conferta	Shore Juniper
Lampranthus productus	Purple Iceplant
Lantana montevidensis	None
Vinca Rosea	Madagascar Periwinkle

Vines

Bignonia sp.	Trumpet Vine
Ficus Rerens	Creeping Fig
Muehlenbeckia complexa	Wire Vine
Solandra maxima	Cup-of-Gold Vine
Tecomaria capensis	Cape Honeysuckle
Bougainvillea sp.	

General Landscape Recommendations

Grass and Lily-Like Plants

Agave spp.	Century Plant
Aloe vera	None
Cortaderia selloana	Pampas Grass
Dracaena spp.	None
Festuca rubra	Red Fescue
Pandanus utilis	Screw Pine
Paspalum spp.	None
Pennisetum clandestinum	Kikuyu Grass
Phormium tenax	New Zealand Flax
Yucca aloifolia	Spanish Bayonet
Zoysia japonica	Korean Grass

b. Second Zone of Exposure

The land located inland of Vulcan Avenue is within the "second zone of exposure." Wind and salt air again affect the vegetation, but not as much as in the first zone. Some examples of Appropriate landscape materials include all species listed for the first zone as well as the following:

BOTANICAL NAME	COMMON NAME
----------------	-------------

Trees

Arbutus unedo	Strawberry Tree
Callistemon spp.	Bottlebrush
Cupaniopsis anacardioides	Carrotwood
Eriobotrya spp.	Loquat
Eucalyptus spp.	Gum Tree
Magnolia grandiflora	Southern Magnolia
Pinus spp.	Pine Tree
Pittosporum spp.	None
Podocarpus spp.	None
Prunus spp.	None
Quercus spp.	Oak Tree
Raphiolepis	
"Majestic Beauty" Std.	None

Shrubs

Abelia grandiflora	Glossy Abelia
Baccharis spp.	Coyote Bush
Callistemon spp.	Bottlebrush
Ceanothus spp.	Wild Lilac
Cistus spp.	Rock Rose
Eleagnus spp.	None
Escallonia spp.	None
Feijoa sellowiana	Pineapple Guave
Garrya elliptica	Tassel Bush
Hibiscus spp.	None
Lantana spp.	None
Leptospermum spp.	None
Leucophyllum texanum	Texas Ranger
Ligustrum spp.	Privets
Nerium oleander	None

Perennials

Centranthus ruber	Red Valarian
Coreopsis spp.	None
Echium fatuosum	Pride of Madeira
Pelargonium domesticum	Lady Washington Geranium
Veronica spp.	Speedwell

Vines

Beaumontia grandiflora	Easter Lily Vine
Gelsemium sempervirens	Carolina Jassamin
Hibbertia scandens	Guinea Gold Vine
Jasminum spp.	None
Lonicera spp.	Honeysuckle
Macadyena unguis-cati	Cat's Claw Trumpet Vine
Parthenocissus tricuspidata	Boston Ivy
Rhoicissus capensis	Evergreen Grape
Trachelospermum jasminoides	Star Jasmine

General Landscape Recommendations

Grass and Lily-Like Plants

Agapanthus africanus	Lily of the Nile
Beaucarnea recurvata	Elephants Foot
Cordyline australis	Cabbage Tree
Cynodon spp.	Bermuda Grass
Festuca elatior	Meadow Fescue
Hemerocallis spp.	Daylily
Liriope spp.	Creeping Lily Turf
Sansevieria spp.	Mother-in-Laws Tongue
Strelitzia reginae	Bird of Paradise
Yucca recurvifolia	Curve-leaf Yucca

Groundcovers

Arenaria spp.	Sandwort
Cotoneaster horizontalis	None
Juniperus horizontalis	None
Lantana spp.	None
Liriope spicata	Lily Turf
Lonicera japonica	Japanese Honeysuckle
Ophiopogon spp.	Mondo Grass
Pachysandra terminalis	Japanese Spurge
Phyla nodiflora	Lippia Grass
Thymus spp.	Thyme
Wildflower	

5.0 CIRCULATION PLAN

5.1 Introduction

This Circulation Element provides improvement standards intended to promote the efficient and safe movement of people and goods within the Downtown Encinitas Specific Plan area of the City of Encinitas. In addition, it establishes policies and programs which will ensure that all components of the transportation system meet the future transportation needs for the City.

The Circulation Element addresses several aspects of circulation throughout the Plan Area.

- Streets and highways
- Transit facilities
- Bicycle facilities planning
- Pedestrian circulation

The Encinitas Traffic Analysis Model (ETAM), originally developed to support the production of the Circulation Element of the City's General Plan from 1987 to 1989, has been refined to focus on the plan area. The detailed analysis can be found in the Technical Appendix B, Sections II, III, and IV.

The Circulation Element identifies improvements for various streets and alleyways located within the plan area. These improvements will be in addition to the improvement standards provided in conjunction with the Streetscape Element of the specific plan.

Parking strategies are addressed in the Use and Development Regulations section of the specific plan (See Section 3.3). The need for adequate parking adjacent to various businesses throughout the plan area is of paramount concern to the commercial districts.

The Circulation Element examines the movement of pedestrians within the plan area with particular emphasis placed on traffic patterns related to the central business district.

The Circulation Element examines the current condition of the bikeway system/network located throughout the plan area and identifies deficiencies and improvements.

5.2 Vehicular

5.2.1 Circulation Study

The ETAM has analyzed the traffic circulation patterns and intersection levels of service within the plan area relative to the following alternatives:

- Existing land uses
- Projected land uses which would result from complete build-out under previous zoning
- Land uses projected as a result of the adoption of the Downtown Encinitas and North 101 Corridor Specific Plans and associated street improvements

The circulation model measures the flow of traffic at several strategic intersections located throughout the plan area. The unit of measurement used to describe the quality of flow through the intersection is Level of Service (LOS). The LOS is the ratio of an intersection's traffic volumes (existing or forecasted) to its design capacity. For the various intersections, there are six levels of service: A, B, C, D, E, and F. The level of service for intersections is defined by criteria based on the average stop delay per vehicle. Level of Service A represents very little delay (stop delay per vehicle of less than approximately 5 seconds). Level of Service F indicates significant delay (stop-delay per vehicle exceeding 60 seconds).

The analysis of the existing circulation system based upon current land uses (1990) indicates that the Level of Service for various intersections located within the specific plan area is LOS A, B, or C in both the a.m. and p.m. peak hour flow conditions (see Technical Appendix B). These values are consistent with the goals for Level of Service criteria outlined in the City of Encinitas General Plan.

Within the Downtown Encinitas Specific Plan area, the circulation model has revealed that the Level of Service for roadways and studied intersections in this area at future "build-out" is expected to be between LOS A and LOS C. This holds both for land uses projected under previous zoning, and the land uses projected by the Specific Plan. Implementation of the Specific Plan will not entail a decline of safety or servability of the auto circulation system, as long as planned street and intersection improvements are provided. Therefore, no mitigation measures are recommended other than the completion of planned street improvements.

5.2.2 Street Improvements

The streetscape design concepts for key corridors specified under Section 4.7.4 of this specific plan include accommodation of circulation needs, and shall be implemented. The following standards shall be applied for all other plan area streets and alleys. When improvements of streets or portions of rights-of-way is proposed by the City, or required of any developer or agency in conjunction with land use or other development, such improvement shall be consistent with these standards. Consistent with City regulations, requirements to install street improvements may be satisfied by covenant, lien, and/or other applicable measure when it is determined that incremental improvements are inappropriate.

A. Downtown Area

Street improvements from Vulcan Avenue west, including the commercial core and the Residential West subdistrict, should be consistent with the character of the existing residential and commercial neighborhoods. Improvements should provide optimal circulation of traffic, pedestrians, and bicycles. On-street parking should be provided where existing curb to curb dimensions allow.

Handicap ramps shall be required to be installed at intersection corners throughout the area.

1. Vulcan Avenue

Improvements to Vulcan Avenue between Encinitas Boulevard and "E" Street are indicated in the streetscape section of the Specific Plan (Section 4.7). Improvement standards for the remainder of Vulcan Avenue are described below. These standards describe five distinct "sections" of Vulcan Avenue going southerly from "E" Street. Engineering improvement plans and striping must transition from section to section.

The section of Vulcan Avenue located between "E" Street and McNeill Avenue is contained within an existing 65-foot right-of-way. Concrete curb and gutter and sidewalk are currently installed along the eastern edge, with a 9 foot parkway from back of sidewalk to the east property line. The existing roadway (curb-to-curb) width equals 50 feet. Future improvements should expand the curb-to-curb width, provide four travel lanes, bike lanes, and concrete curb and gutter along the western edge. The extra roadway width is to be achieved by reconstructing curb and sidewalk on the eastern side further east.

The portion of Vulcan Avenue located between McNeill Avenue and East "F" Street is also currently contained within a 65-foot right-of-way. Ultimate improvements here will transition, from three travel lanes (two northbound) at F Street, to four travel lanes to match the section north of McNeill Avenue. Concrete curbing and bicycle lanes on each side, and sidewalk along the eastern edge will be provided. Excess right-of-way width on the eastern side north of F Street is planned to be vacated, to protect existing private facilities related to the historic "Derby House".

The improvements to the portion of Vulcan Avenue from East F Street southward to East I Street, and from East J Street south, shall be contained within the existing 50-foot right-of-way width. The improvements should include two travel lanes, parallel parking along the eastern edge, bike lanes, concrete curb and gutter on both sides, and concrete sidewalk along the eastern edge. At the northerly portion of this section, improvements will "flare" out to match the section north of East F Street.

The section of Vulcan Avenue from East I Street to East J Street has

recently been improved to a 50-foot roadway cross section which includes concrete curb and gutter and sidewalk along the eastern edge. These improvements were installed in conjunction with the development of Mildred MacPherson Neighborhood Park. The ultimate configuration will include two travel lanes, bike lanes, parking along the eastern edge, and concrete curb and gutter on both sides. The space available for curbside parking along the eastern is wide enough to consider diagonal parking, to increase parking availability for the park; however, safety of traffic flow along Vulcan Avenue must be considered before such parking is provided.

Figures 7-b through 7-e illustrate how the above described sections of Vulcan Avenue will transition from one to the next, from "E" Street south to the end of the Specific Plan area.

2. Third Street

Improvements to Third Street shall be contained within the existing 80-foot right-of-way. The existing curb to curb width equals 51 feet. The existing curb and gutter and concrete sidewalk shall remain in place. The striping improvements should include two travel lanes, bike lanes, and parallel parking (Figure 7-f).

These standards largely keep in place the existing improvements on Third Street. The retention of bicycle lanes from "K" Street to "E" Street, and their extension from "B" Street to "E" Street, will ensure a "safe route to school" and complete this recreation bypass of First Street. The established pattern of sidewalks behind broad parkways is a significant element of neighborhood character; it is interrupted only where Third street crosses Cottonwood Creek (south of "B" Street) to minimize the impact on the Creek. On the east side of Third Street between "J" and "K", if the opportunity arises to relocate sidewalk behind a parkway per these standards, it shall be required.

3. Fourth Street

Improvements to Fourth Street shall be contained within the existing 80-foot right-of-way. The existing roadway width equals 51 feet. The improvements should include two travel lanes, parallel parking, bike lanes, and concrete curb and gutter (Figure 7-g).

Improvements per these standards already exist and shall be retained between "C" and "E" streets. From "H" to "F" Street, past street closings have narrowed the right-of-way intermittently, and sidewalks, when built, have been placed directly behind the curb, with no parkway. Bicycle lanes on Fourth Street, between "F" and "H" streets, may be sacrificed, but future development and redevelopment shall maintain a minimum of 70 feet of right-of-way and provide parkway and sidewalk per these standards.

4. "C" Street

The improvements to "C" Street shall be contained within the existing 80-foot right-of-way. The existing curb to curb width equals 51 feet. The existing curb and gutter and concrete sidewalk shall remain in place. The striping improvements should include two travel lanes, parallel parking on the south side, and diagonal parking on the north side (Figure 7-h). Diagonal parking on the north maximizes available parking for the commercial use and Moonlight Beach on the north side of "C" Street. Sidewalks in the commercial portion of "C" Street (as far west as the alley between Second and Third streets) may be full width from property line to back of curb, with street trees in tree grates.

5. "F" Street

The improvements to "F" Street west of Third Street shall be contained within the existing 80-foot right-of-way. The improvements should include two travel lanes, parallel parking along the southern edge, and 45 degree angle parking along the northern edge to accommodate school drop-off and pick-up. The existing curb to curb width is 51 feet and shall remain. Concrete sidewalk shall be installed along both edges. Note that sidewalk on the north side is at the back of the curb for drop-off/pick-up; street trees in tree gates shall be provided here (Figure 7-i).

The improvements to "F" Street east of Third Street shall also be contained within the existing right-of-way. The existing curb to curb width equals 51 feet. The existing curb and gutter and concrete sidewalk shall remain in place. Sidewalk may be full width, property line to curb line, in the commercial district, with street trees in tree grates. Along residentially zoned frontage the landscaped parkways between curb and sidewalk shall remain. The curb-to-curb improvements east of Third Street should include two travel lanes and parallel parking (Figure 7-j). Turn lanes/pockets as needed can be accommodated at intersections due to available curb-to-curb width.

6. "G, H, I and J" Streets

The improvements to "G, H, I, and J" Streets shall be contained within the existing 80-foot rights-of-way. The existing curb to curb width equals 51 feet. The existing curb and gutter and concrete sidewalk shall remain in place. The striping improvements should include two travel lanes and parallel parking (Figure 7-j). Turn lanes/pockets as needed can be accommodated at intersections due to available curb-to-curb width. Sidewalk may be full width, property line to curb line, in the commercial district, with street trees in tree gates. Along residentially zoned frontage the landscaped parkways between curb and sidewalk shall remain.

7. "K" Street

The improvements to "K" Street shall be identical to the improvements proposed for Third Street (Figure 7-f). On "K" Street sidewalks shall remain behind the broad parkway strip, even in the commercial district, as a visual transition to the Self-realization Fellowship gardens to the south.

8. Street Intersections

Throughout "Downtown," from First Street west to the ocean, street improvements retain several design characteristics which are important and desirable for the character of this historic, "Main Street" area. Among these, is the use of a relatively small radius curve for curb returns at intersections. Smaller than the contemporary "suburban" radius of 25 feet to 35 feet, this "sharper" return (approximately 10 feet) promotes pedestrian activity and defines the unique streetscape flavor of the original Encinitas Downtown. The use of this sharper radius curve at curb returns is to be retained with all future street improvements in this area.

B. Eastern Residential Area

The street improvement standards established for the Residential East subdistrict are unique among the standards of this specific plan, reflecting the unique identity of this neighborhood. The residential portion of this neighborhood is, in certain aspects of character, a westerly extension of the Encinitas Highlands neighborhood to the east. As such, the intent of these standards is to maintain much the same informal, "semi-rural" character of the internal streets of this neighborhood, characterized by minimal and informal street improvements. Specified streets called out below provide key connections as part of a "safe routes" network, and are designed to formal pedestrian and bicycle facilities. Otherwise, neighborhood street standards are minimized.

1. East "F" Street

East "F" Street provides vehicular and pedestrian access to Vulcan Avenue/downtown via Requeza Street from points east. For this reason, it is important to provide formal pedestrian and bicycle facilities. On-street parking, however, may be eliminated, as a narrower street section will allow driveway parking for adjacent properties to be retained. The improvements shall include two travel lanes; bicycle lanes; concrete curb; and concrete sidewalk on the north side (Figure 7-k). The improvements shall be contained within an adequate minimum right-of-way.

2. East "I" Street

East "I" Street provides a through connection from points east of Cornish Drive to MacPherson Park along Vulcan Avenue. Improvements shall include two travel lanes; concrete curb; parallel parking and concrete sidewalk on the north side; and curbing on the south side (Figure 7-l). These improvements shall be contained within an adequate minimum right-of-way.

3. East "G", "H", and "J" Streets, McNeill, Briggs and DeWitt Avenues

Existing road widths and right-of-ways vary along these streets. The need is to provide adequate paved street width; ample shoulder width is set aside for informal pedestrian passage and shoulder auto parking, expected to be interspersed with landscaping. Minimum shoulder grading should be expected, to accommodate storm drainage. Improvements shall include two paved auto travel lanes, and designated shoulder width.

C. Specialized Street Improvements

These streets are located west of First Street in the plan area. Due to their unique characteristics, the improvements are specialized.

1. Moonlight Lane

Moonlight Lane is located west of Fourth Street between "C" and "D" Streets. The improvements shall be contained within the existing 20-foot right-of-way. These improvements should be identical to those used for alleyways. The entire right-of-way width should be paved and a concrete valley gutter installed along the centerline to facilitate drainage (Figure 7-m). No encroachments or obstructions in this right-of-way width will be allowed; any required fire hydrants, streetlights, or above-ground utilities shall be provided in dedicated easements behind the right-of-way line.

2. Sealane Drive

Sealane Drive is located west of Third Street between "H" and "J" Streets. The majority of the street is contained within a 40 to 46-foot right-of-way. Approximately 100 feet of the street north of "I" Street is located within an existing 20-foot right-of-way.

Ultimate improvements are planned to include two travel lanes, parallel parking along the western edge, and concrete curb and gutter along the eastern edge. The existing curb, gutter and sidewalk along the western edge shall remain, and is to be completed where currently not present (Figures 7-n and 7-o).

This standard requires that approximately 100 feet of additional curb and gutter be installed north of "I" Street along the western edge, with

0.06 acres of right-of-way dedication where the current right-of-way is only 20 feet wide (Figure 7-p). Because of existing development at this location, the ability to obtain this right-of-way width is unlikely unless new development is proposed to completely replace the existing development. Short of this, the City Engineer may determine interim, lesser dedication and improvements as may be feasible.

3. Private Street

The private street is located west of the Pacific View Elementary School and between "E" and "F" Streets. The improvements shall include 20 feet of pavement with a concrete valley gutter along the centerline to facilitate drainage (Figure 7-m). No encroachments or obstructions in this paved width shall be allowed.

4. Alleyways

The improvements to alleyways located within the plan area shall be contained within the existing 20-foot right-of-way width.

These alleyways shall be improved as shown on Figure 7-m. The entire right-of-way width shall be paved and a concrete valley gutter shall be installed along the centerline to facilitate drainage. No encroachments or obstructions in this paved width shall be allowed.

5.2.3 Controlled Intersections

Existing signalized intersections are located within the plan area at the following locations:

- Encinitas Boulevard/Vulcan Avenue
- Encinitas Boulevard/First Street
- First Street/"D" Street
- First Street/"E" Street
- Vulcan Avenue/"D" Street

See Streetscape Element of the specific plan for improvement details for these intersections (Section 4.7). No changes to signalization at these intersections are recommended.

In addition to the existing signalized intersections, several existing all-way stop sign controlled intersections are located within the Plan area at the following locations:

- First Street/"J" Street
- Second Street/"E" Street

See Streetscape Element of the specific plan for improvement details for these two intersections (Section 4.7).

- Vulcan Avenue/"E" Street

The anticipated traffic volumes at this intersection will be significant such that signalization is warranted. See Streetscape Element of the specific plan for details. Also see Technical Appendix B, Section VI.

- Third Street/"D" Street
- Third Street/"E" Street

No traffic control changes for Third/"D" or Third/"E" streets are recommended. See Figure 7-c for proposed Third Street improvements. See Streetscape Element of the specific plan for "D" and "E" Street improvements.

Two additional intersections present unique circumstances which warrant additional consideration:

- Second Street/"D" Street

This is currently a 2-way stopped intersection, with a stop along "D" Street, but not for north/south traffic on Second Street. Higher traffic volumes on "D" Street than Second Street, and sizable street drainage dips across Second Street encourage north/south drivers to stop anyway, leading to some confusion at this intersection without a 4-way stop. This intersection shall be re-examined as a priority. Consideration for a 4-way stop shall be heavily weighted by the driver confusion cited above.

- Cornish Drive/"F" Street - Requeza Street

This intersection is currently stopped on Cornish Drive, but not for east/west traffic on Requeza - "F" Street. This intersection is at the crown of a hill, with poor visibility north/south, while traffic sometimes is fast moving along Requeza Street. Analysis by the City in 1991 indicated warrants are close for a 4-way stop. With the establishment of City Hall on Vulcan Avenue at the end of 1992, this intersection shall be re-evaluated as a priority for a 4-way stop. Traffic volumes, excessive speed on Requeza - "F" Street, safety for north/south drivers, and the character of the residential neighborhood through which this traffic flows shall be weighted heavily.

5.2.4 Special Street Conditions

Because Third Street northbound from "C" to "B" Street is a steep downhill slope, drivers have been encouraged to speed approaching the "B" Street intersection. This is potentially dangerous, especially considering pedestrian and bicycle traffic to and from Moonlight Beach. The City shall study available means to control the speed of traffic northbound and institute controls as feasible.

5.3 Transit Facilities

The Circulation Element of the City of Encinitas General Plan contains several policies regarding the utilization of alternative modes of transit. These policies are incorporated into various sections of the Downtown Encinitas Specific Plan.

The proposed transit facilities within the Downtown Encinitas plan area include a rail transit center. The circulation model has anticipated the future traffic volumes generated by the Transit Center.

The plan area is served by the North County Transit District (NCTD). NCTD is currently provides bus service on several routes passing through the plan area, on Highway 101, Vulcan Avenue and Encinitas Boulevard. Such bus service is expected to continue.

5.4 Bicycle Facilities

The development of bikeway systems within the plan area is consistent with facilities outlined in the Circulation Element of the City of Encinitas General Plan, and the Master Bikeway Plan and Engineering Feasibility Study for the city of Encinitas (MBP) prepared by Barton-Ashman Associates, Inc., November 1990.

The MBP states that approximately 80 percent of all bicycle trips are for exercise purposes and that most cyclists use a bicycle at least two days per week. A wide variety of types of bicycles are used, including racing types, "mountain" bikes, BMX types and beach cruisers. Problems reported range from glass and debris to poor lane markings and inadequate space. Not unexpectedly, most bicyclists surveyed would prefer separated bicycle paths or lanes, and quiet streets for travel.

The existing bikeway system within and around the plan area consists of a combination of Class I bike paths, Class II bike lanes, and Class III shared bike routes. The predominantly used bike route within the plan area is First Street.

In response to the statistical data previously mentioned, the following recommendations (Figure 7-a) are made:

- The existing Class I bike path located on First Street south of "K" Street is to remain.
- Provide a Class III bike route on First Street from "C" Street to "K" Street, on "D" Street eastward to Cornish Drive, on Cornish Drive southward to Requeza Street, and on Second Street from "D" Street south.
- Provide Class II bike lanes along Vulcan Avenue, Encinitas Boulevard/"B" Street, Santa Fe Drive, Third Street, Fourth Street, from "C" Street to "E" Street, "E" Street from Fourth Street to Third Street, and "K" Street from Third Street to First Street.

Each of the above recommendations is consistent with the proposals outlined by the MBP and the policies identified in the Circulation Element of the City of Encinitas General Plan.

BICYCLE / PEDESTRIAN FACILITIES

KEY:

- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route
- Safe Route to School
- Multi-Purpose Trail

DOWNTOWN ENCINITAS SPECIFIC PLAN

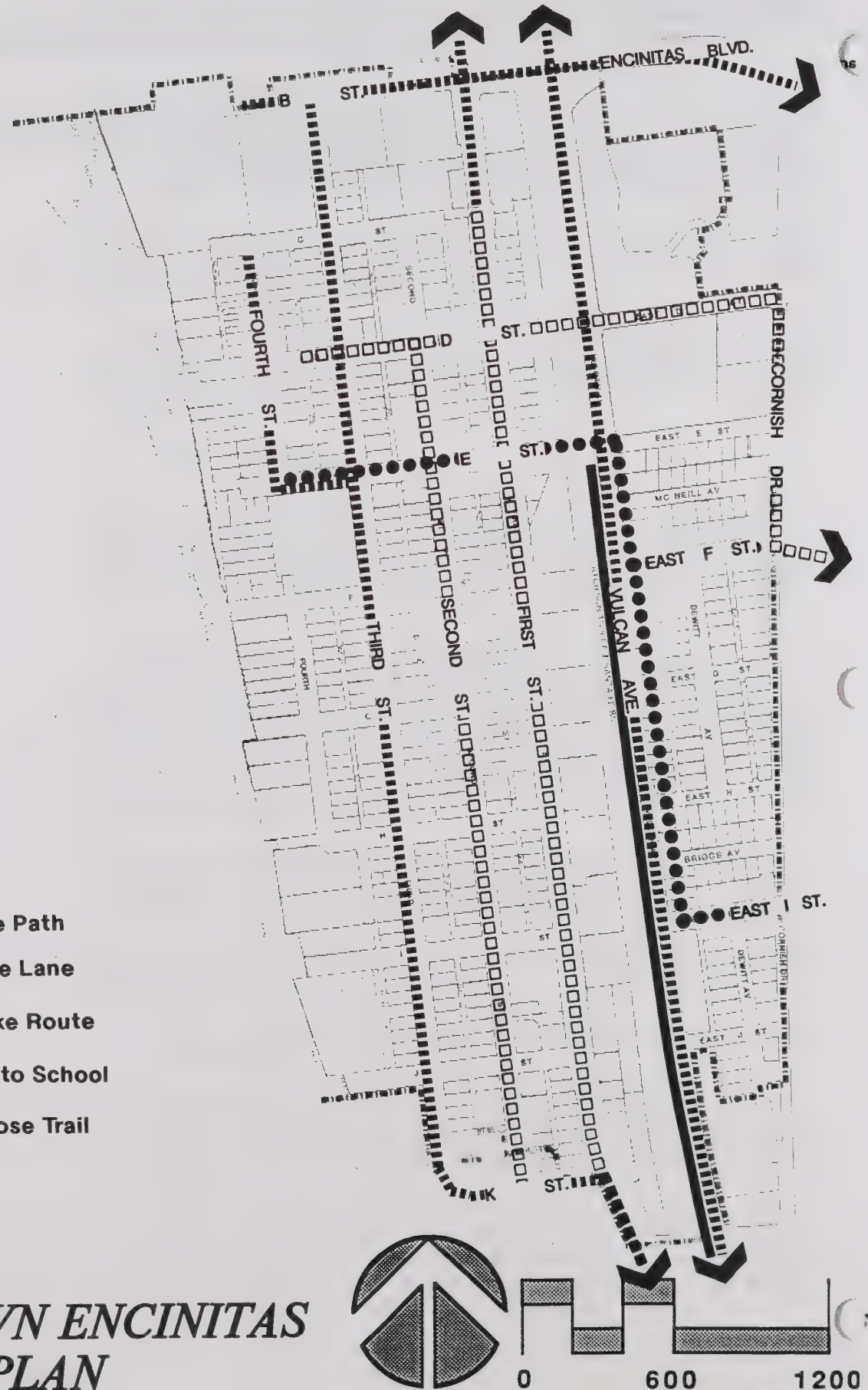


Figure 7-a

5.5 Pedestrian Facilities

The majority of pedestrian facilities located in the plan area are addressed in the Streetscape Element of the specific plan. However, several goals and policies have been identified:

- Create a safe, convenient pedestrian circulation network
- Make facilities sensitive to the needs of the handicapped
- Accommodate safe pedestrian facilities adjacent to and crossing the railroad
- Provide adequate spacing between pedestrian and vehicular facilities
- Promote pedestrian access to coastal areas

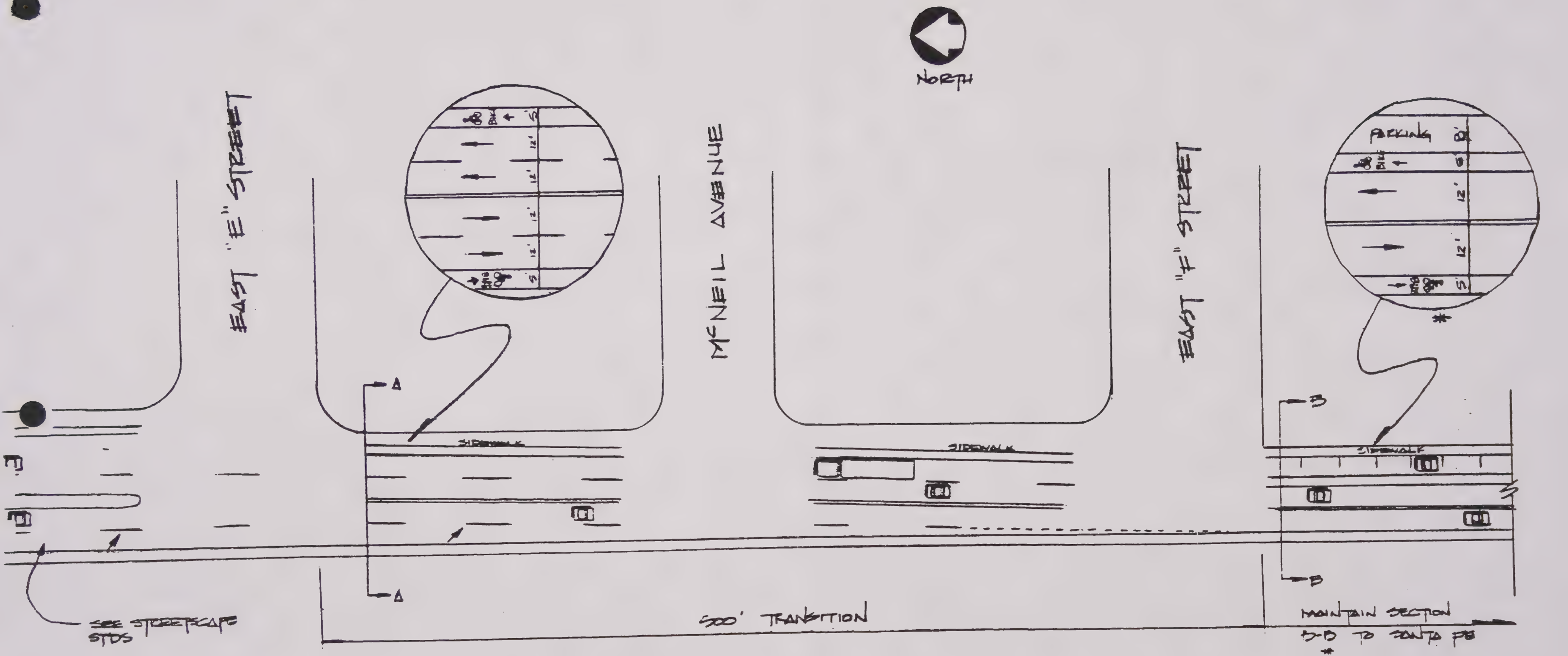
Pedestrian crosswalks on First Street, Second Street, Vulcan Avenue, "D" Street, and "E" Street are shown in detail in the streetscape section of the specific plan (See Section 4.7).

Striped pedestrian crosswalks shall also be installed at the following intersections:

- Third Street/"E" Street
- Third Street/"F" Street
- Fourth Street/"E" Street
- Fourth Street/"F" Street

5.6 Recreational Path

South of "E" Street to Santa Fe Drive, within and along the east side of the existing railroad right-of-way, people have traditionally used the excess railway width as an informal recreational path. Even with the future addition of a second rail track, enough railway width will exist for this recreational path use to continue. As a part of this specific plan, the City shall pursue in cooperation with the North San Diego County Transit District (NCTD, the railway owner) the maintenance and improvement of this recreational path. This path is to be as informal and "low-key" in design as possible. Path delineation (such as open, decorative fencing) which will not block views to encourage pedestrians to stay on the path should be included. Improvement of the recreational path and related facilities is subject to public design review approval under the D-TC zone.

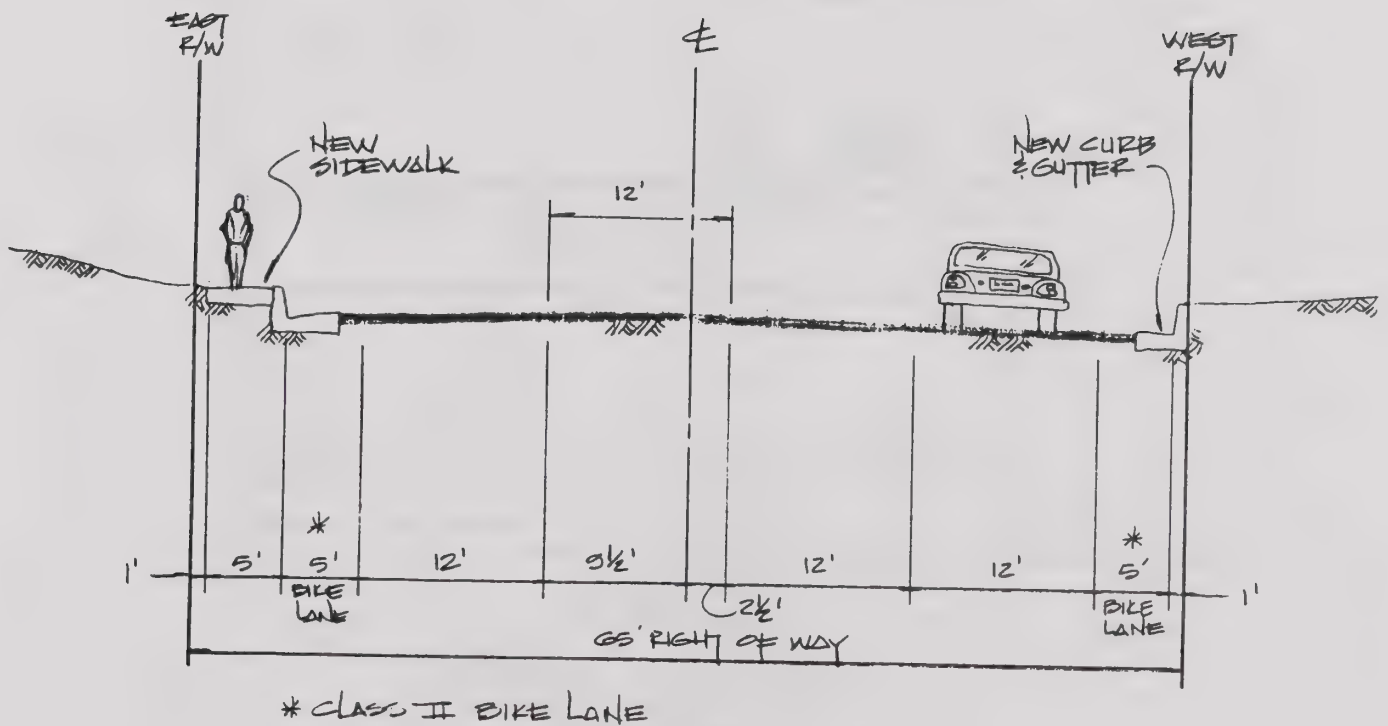


VULCAN AVE. STRIPING
1" = 50'

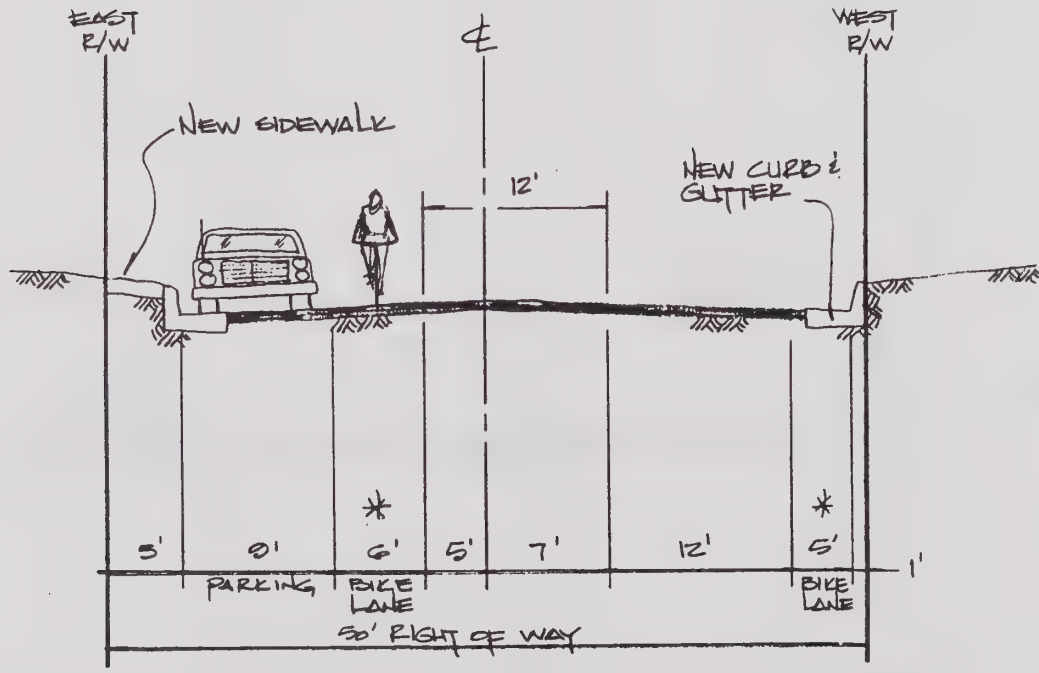
* NOTE: SEE VULCAN AVE SECTION (EAST "I" TO EAST "J" STREETS) FOR ADDITIONAL WIDENING

DOWNTOWN ENCINITAS SPECIFIC PLAN

Figure 7-b

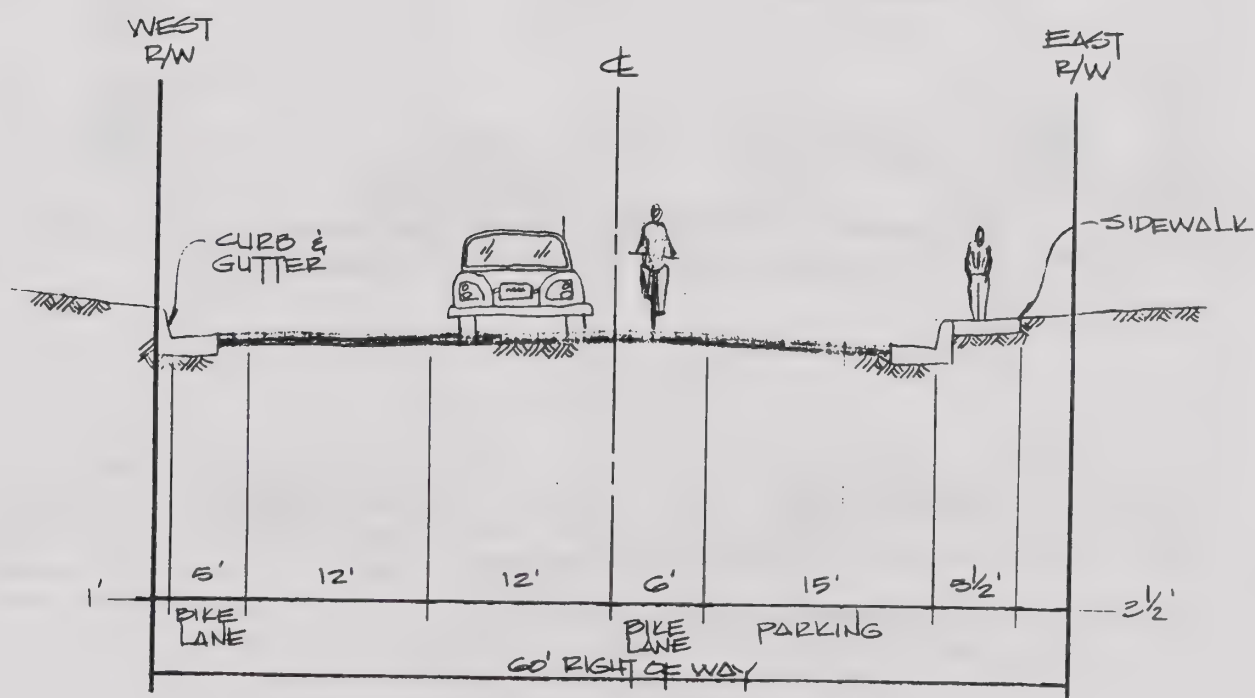


VULCAN AVENUE
SECTION A-A

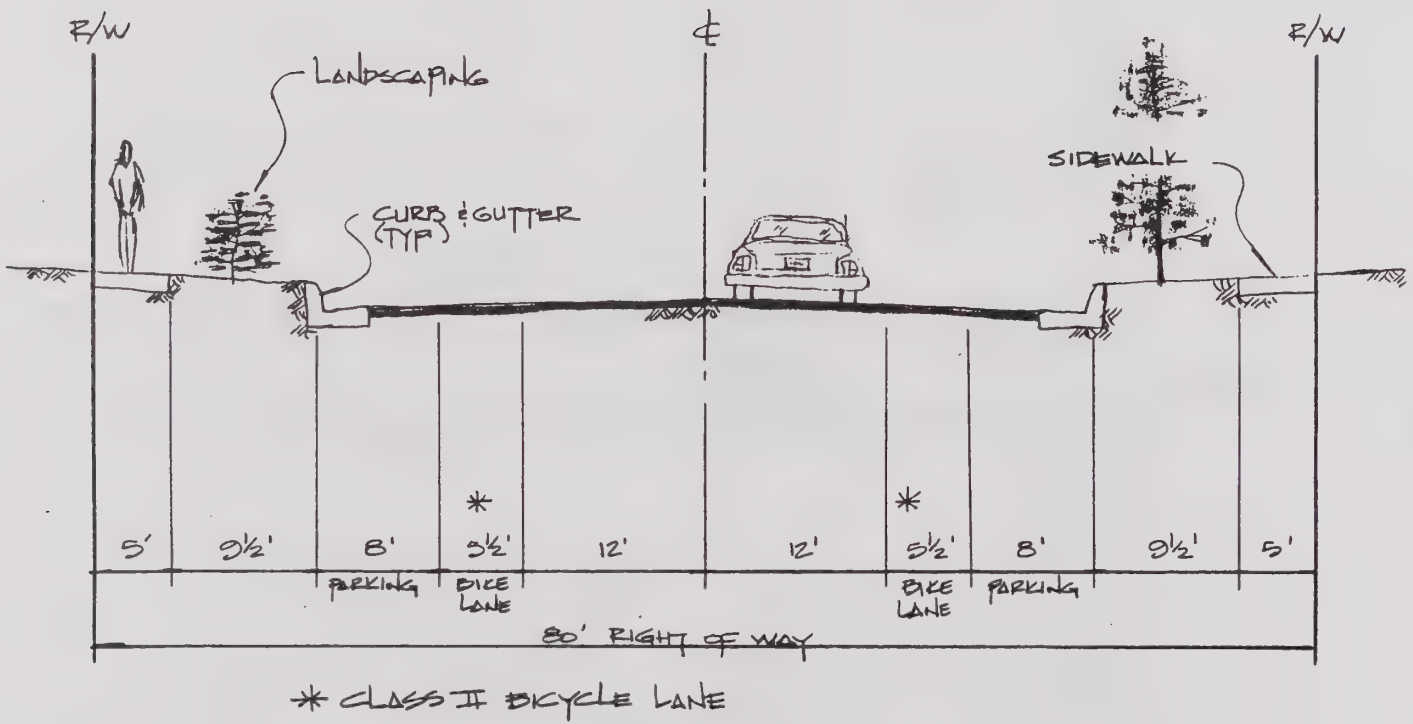


* CLASS II BIKE LANE

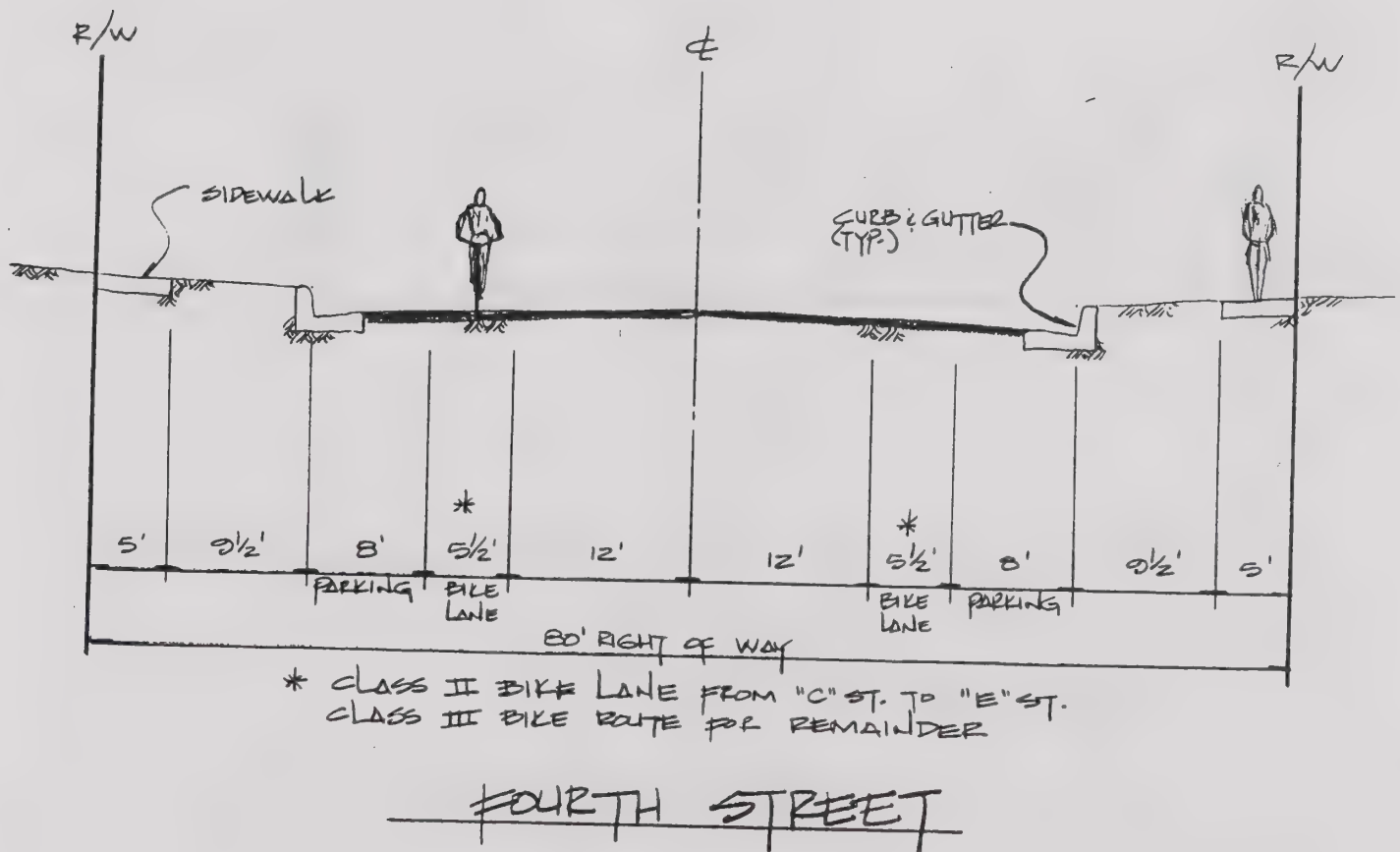
VULCAN AVENUE
SECTION B-B

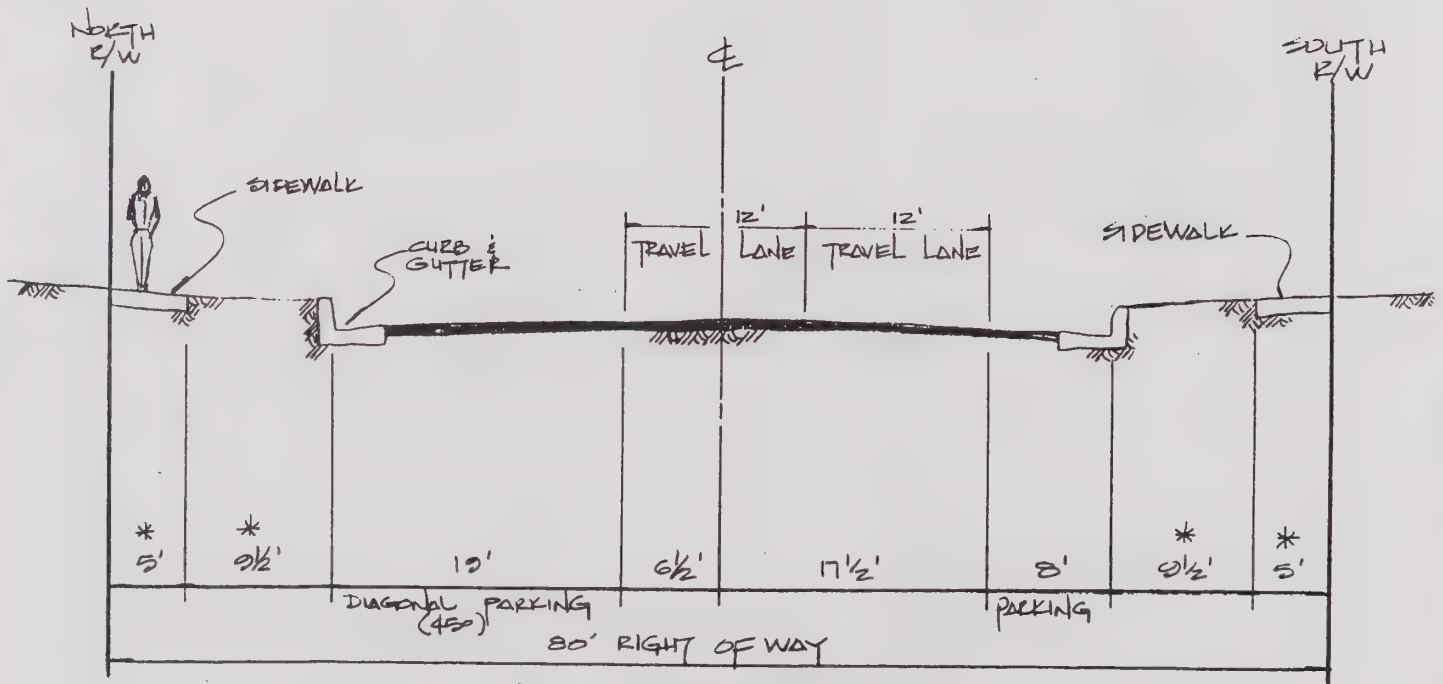


VULCAN AVENUE
(FROM EAST "I" TO EAST "J" STREET)



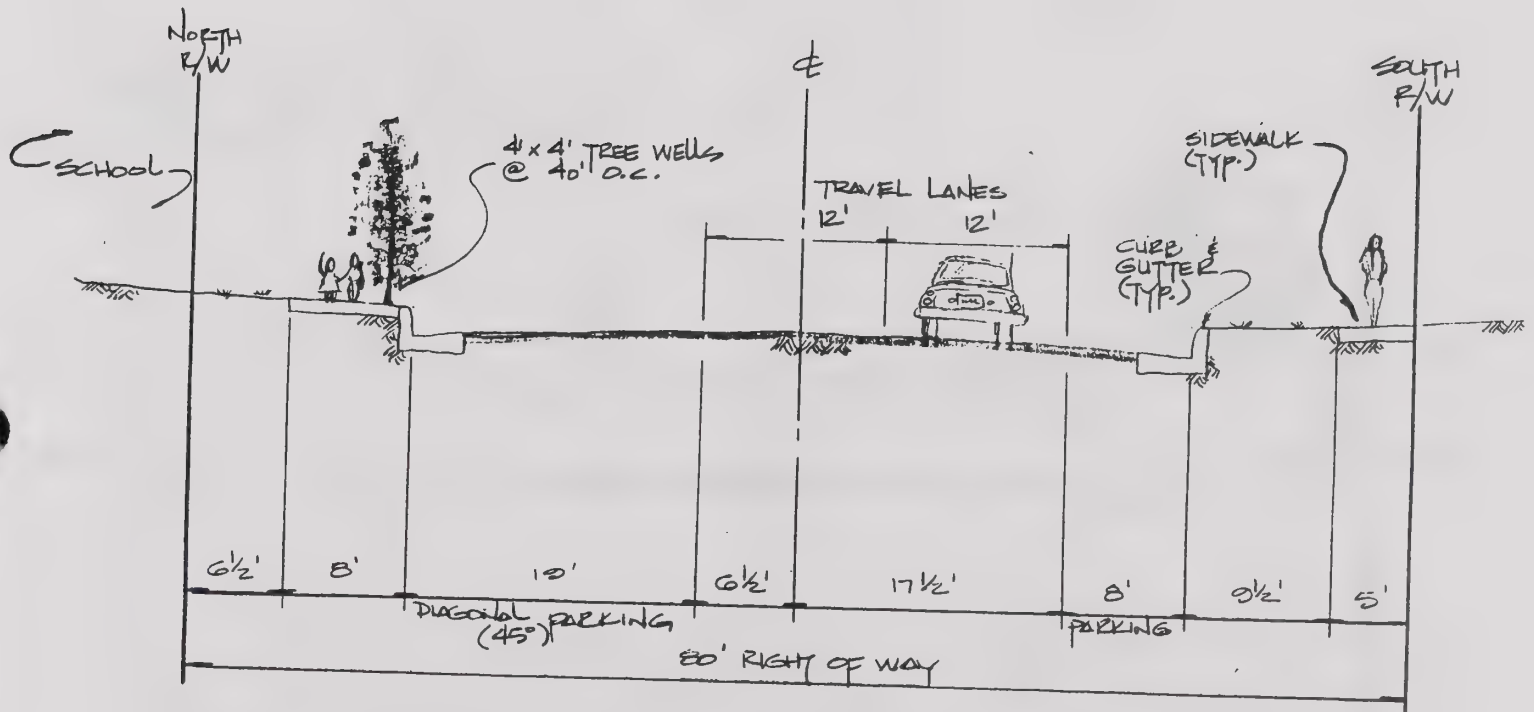
THIRD & "K" STREETS



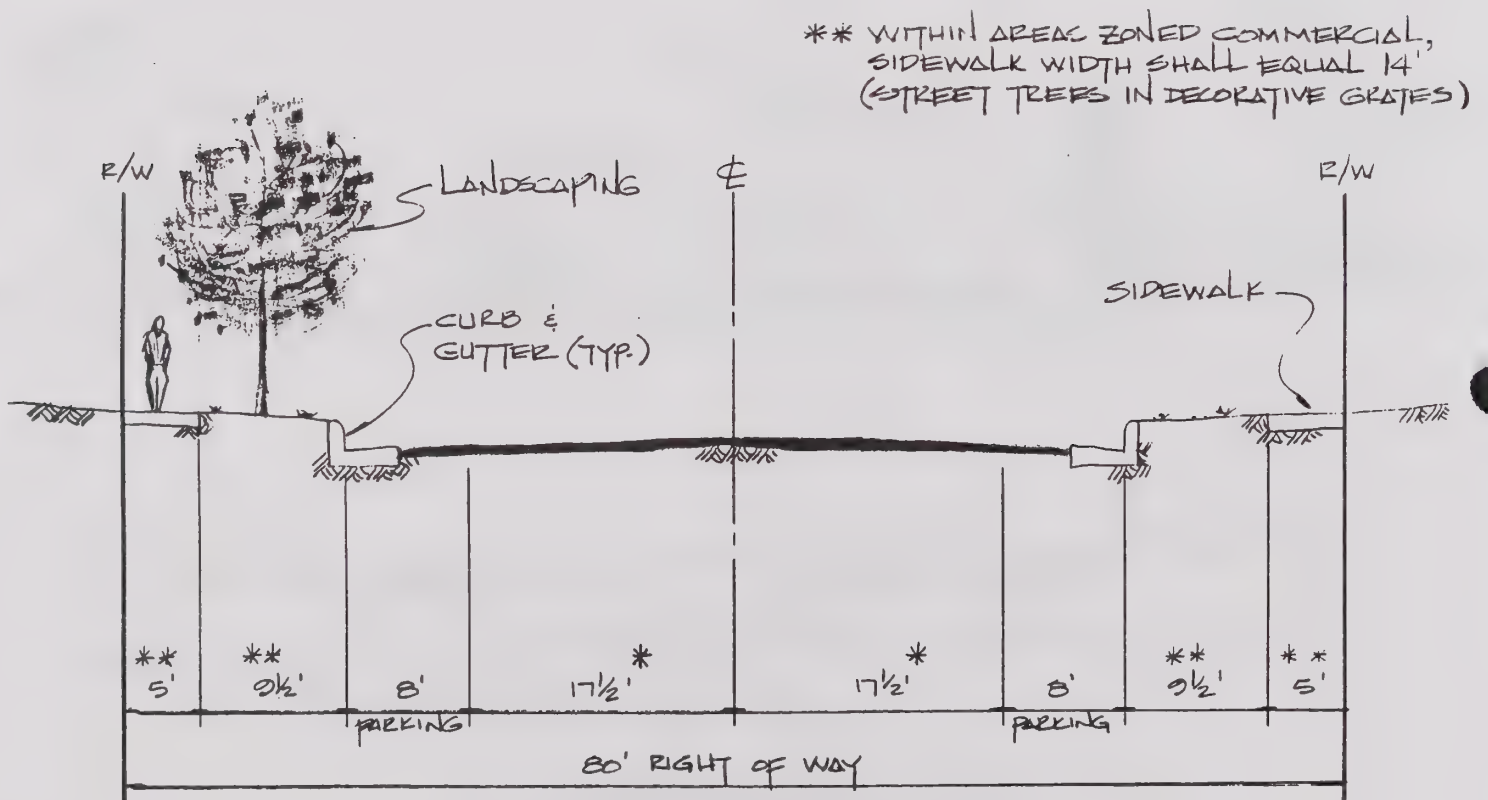


* WITHIN AREAS ZONED COMMERCIAL,
SIDEWALK WIDTH SHALL EQUAL 14'
(STREET TREES IN DECORATIVE GRATES)

"C" STREET

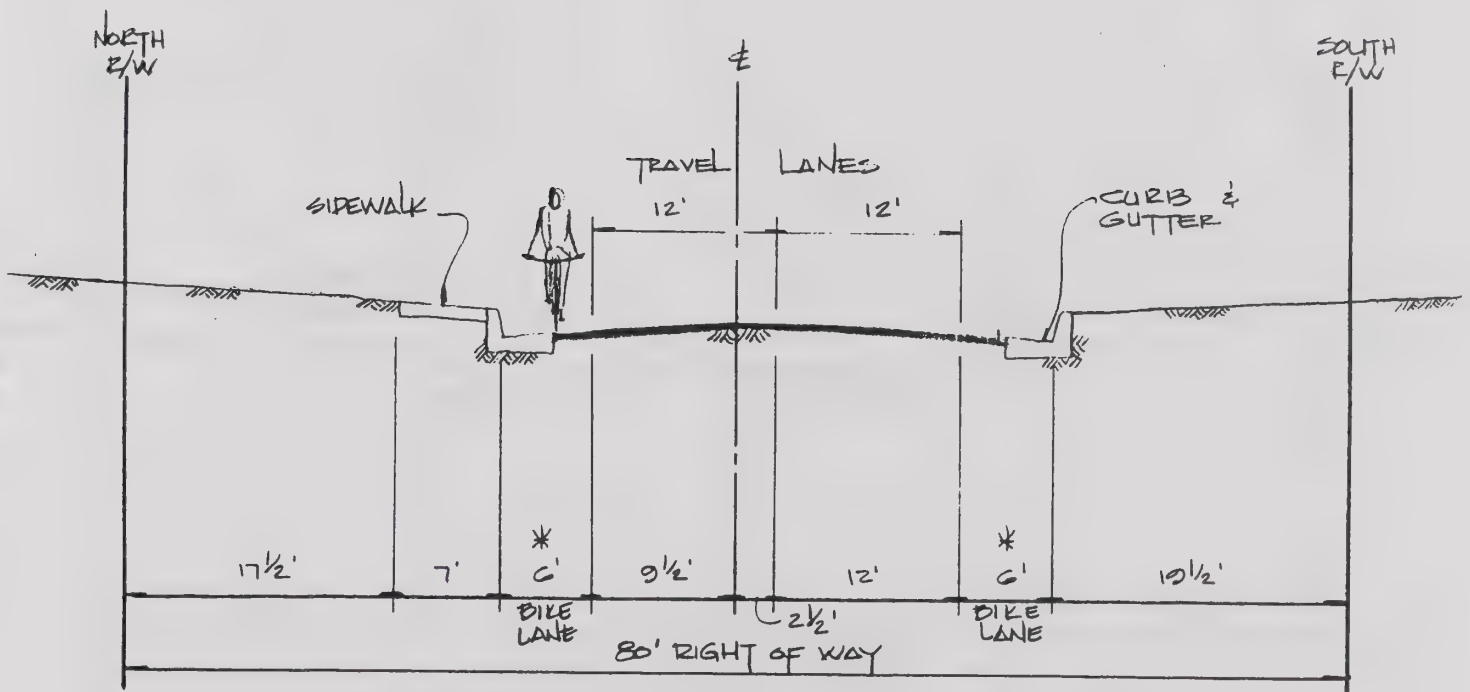


"F" STREET
(FROM FOURTH ST TO THIRD ST)



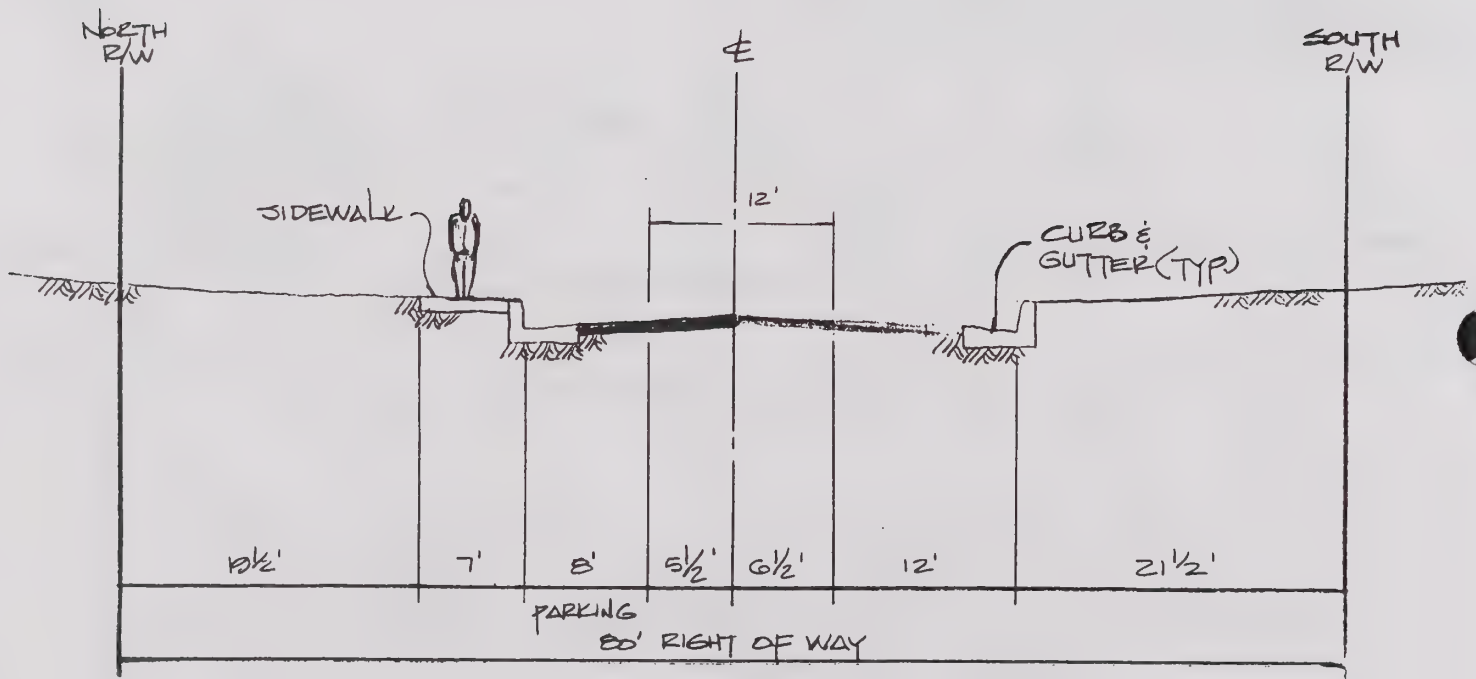
* ADD LEFT-TURN LANES (11' WIDTH) AT
FIRST ST. INTERSECTION

"F", "G", "H", "I", "J" STREETS

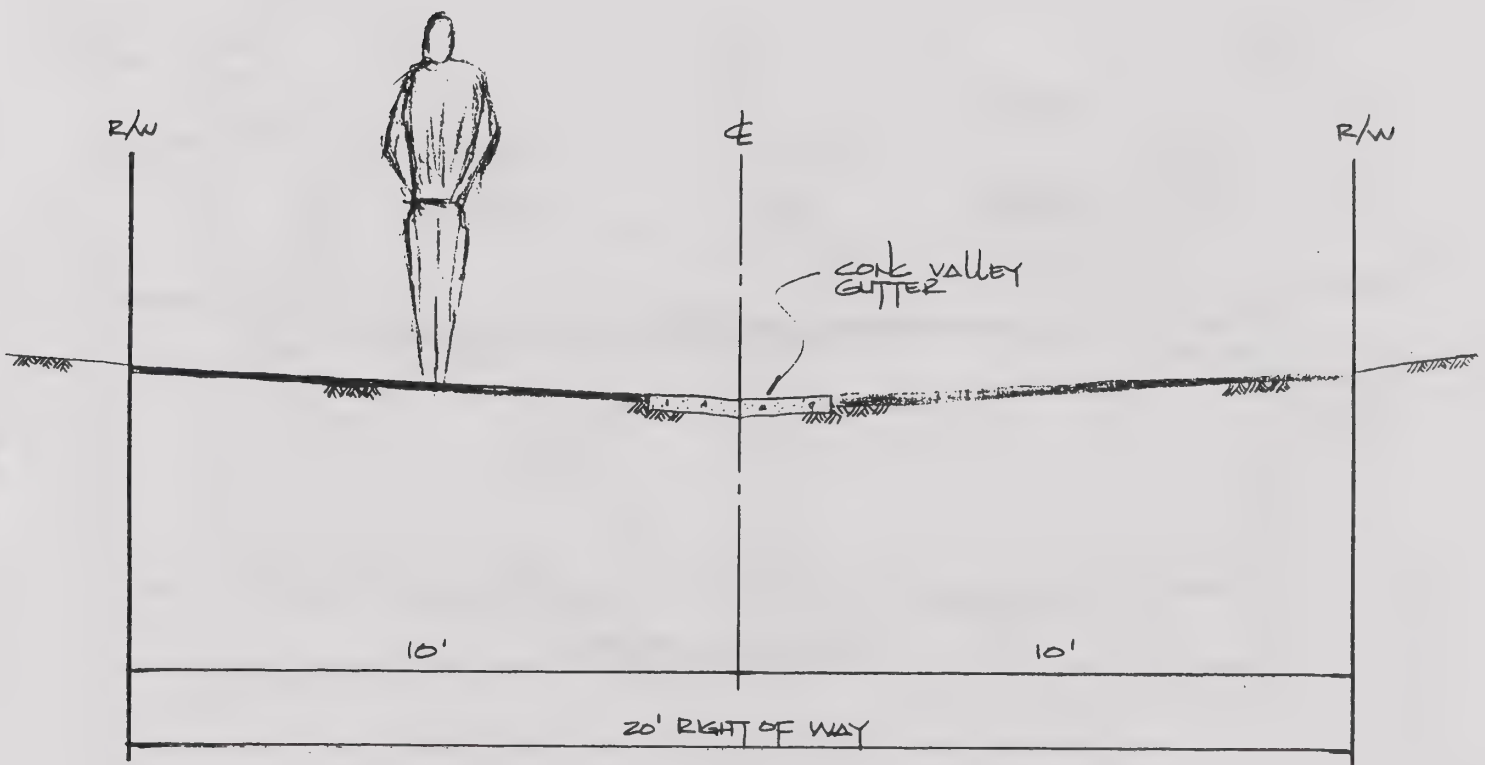


* CLASS II BIKE LANE

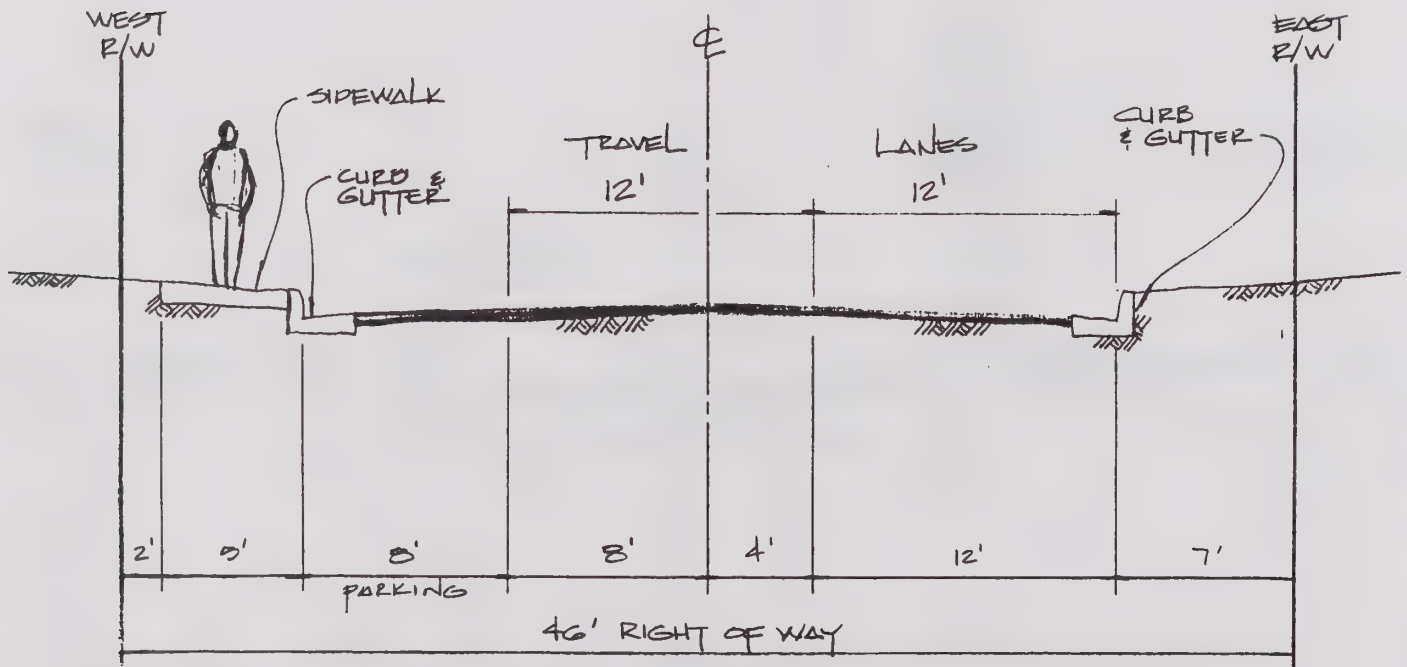
EAST "F" STREET



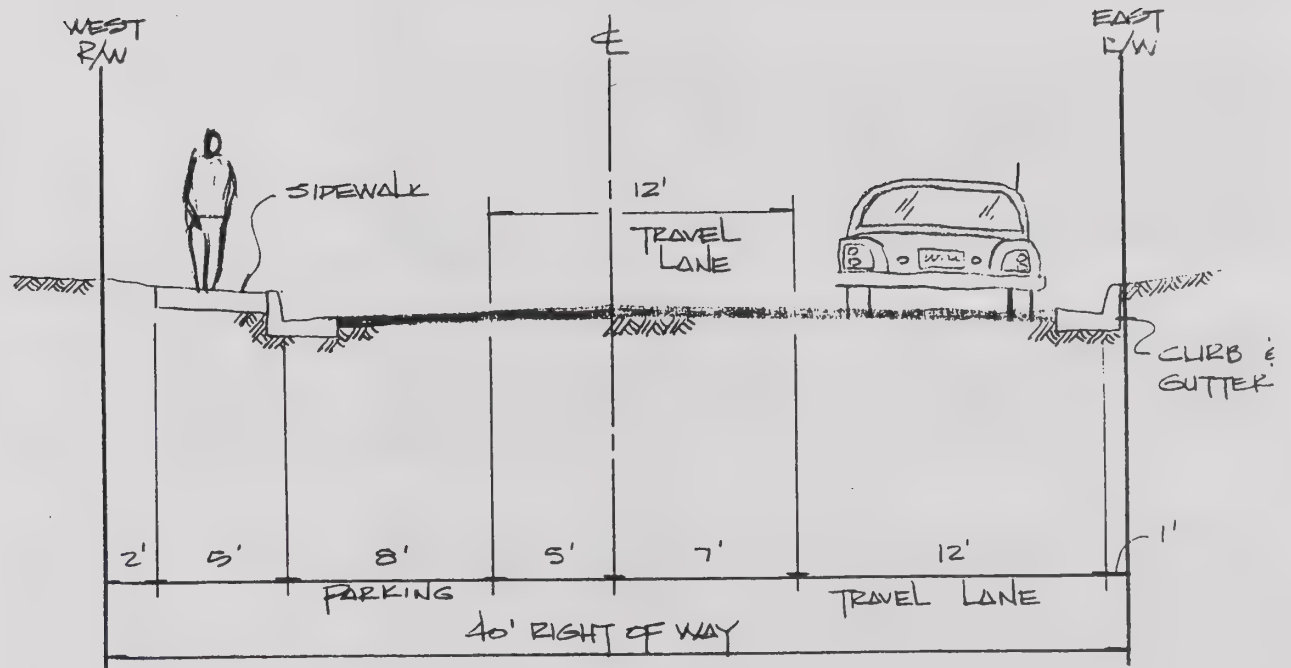
EAST "I" STREET



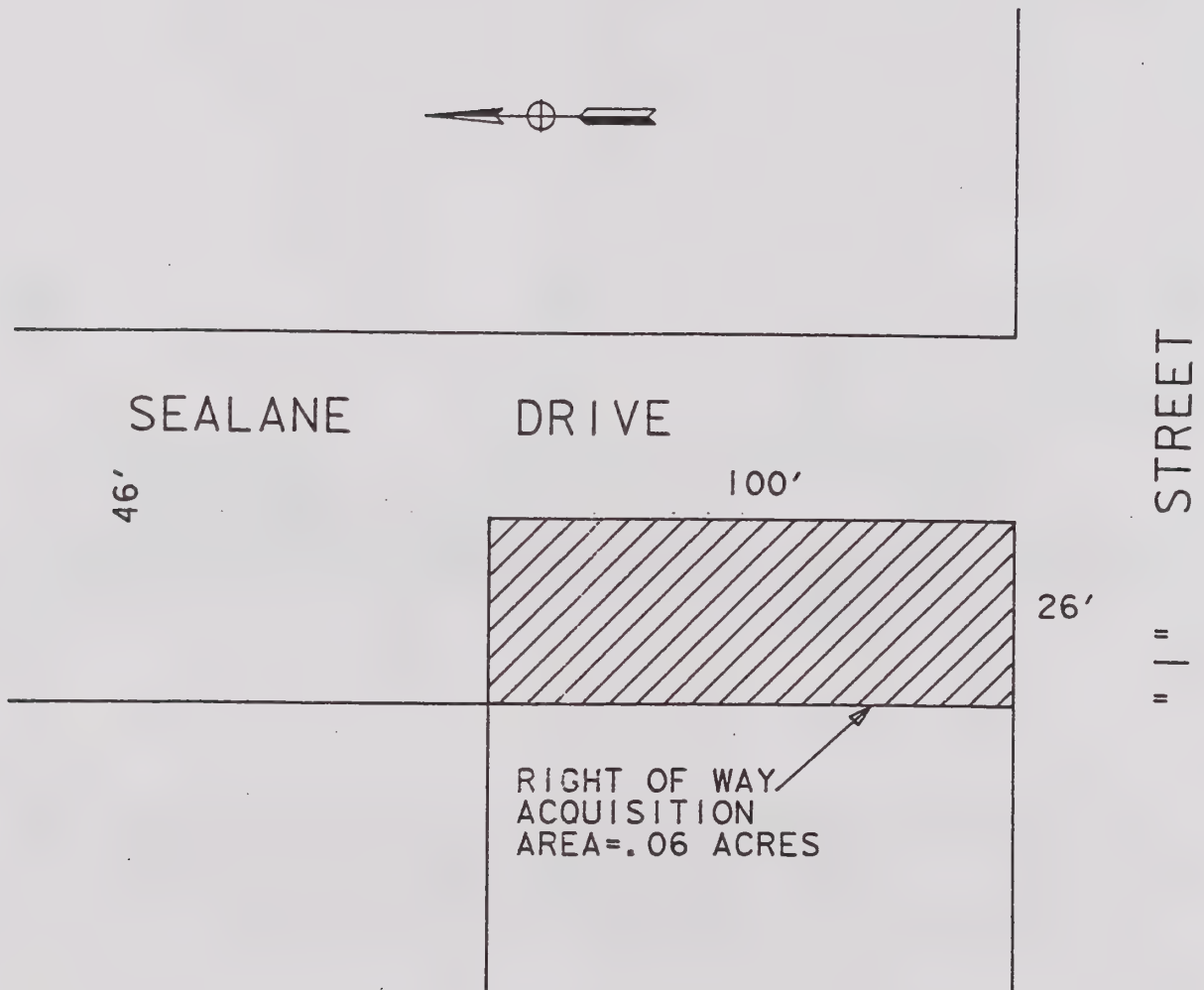
MOONLIGHT LANE, PRIVATE DRIVE & ALLEYWAYS



SEALANE DRIVE
 ("H" STREET TO "I" STREET)



SEALANE DRIVE
("I" STREET TO "J" STREET)



RIGHT OF WAY REQUIREMENTS

DOWNTOWN ENCINITAS
SPECIFIC PLAN

NOT TO SCALE

6.0 PUBLIC FACILITIES/SERVICES & INFRASTRUCTURE

6.1 Summary

Public services and facilities are a key component of any specific plan. A primary goal of the Downtown Encinitas Specific Plan is to insure adequate capital facilities (sewers, storm drains, water, gas and electric utilities) and public services (schools, fire and police services, and other government services) based on the level of development which the land use component of the Plan calls for.

Utilities have been surveyed to determine the need for improvements, based both on age and need for additional capacity. The results of this survey are favorable: aside from relatively minor "spot" improvements, utility system capacities are adequate for build-out. The major improvement based on age, for the area's sewer lines, can likely be resolved through the installation of sleeve inserts rather than wholesale line replacement, precluding the need for extensive excavation and costs.

Another infrastructure objective is to underground overhead utilities, including electric, telephone and cable TV lines. An important opportunity exists to coordinate line undergrounding with street and alley improvements to save significant dollars. Funding sources also are planned to be combined for additional savings.

Public services are provided to the planning area and the rest of the City by the City and County governments and other public agencies. Service levels are planned based on population and intensity of land uses. Planned police and fire services will not be affected by adoption of the proposed specific plan. This includes the system of existing fire hydrants, which are judged adequate in terms of location, capacity and pressure. The elementary and secondary school districts will experience some impact as a result of the proposed specific plan land use.

An existing fire station (Station No. 1, on Second Street) and an elementary school (Pacific View Elementary School) in the planning area are planned to be maintained. The existing community branch public library on Cornish Drive also will be maintained, and there is an opportunity to expand it or replace it with a larger facility on the same site through combined long-range civic center planning.

Perhaps the greatest challenge for public services and facilities is providing funding for needed improvements. Beyond the capital facilities noted above, substantial capital costs will be involved in needed street, alley, pedestrian sidewalk/path, bicycle facilities, and streetscape improvements. The specific plan provides preliminary cost estimates for all capital improvements and surveys all potential funding sources to enable subsequent detailed capital facility programming to choose and carry out the best options, as discussed in Section 11.1.

6.2 Public Services and Facilities

A. Introduction

The specific plan makes provisions for land use changes. As part of the planning process, the impacts of these changes upon public services must be addressed. Different land uses have different public service needs.

Provisions for each of the public services have been addressed in the General Plan. For the most part, this specific plan does not significantly affect these public services. In order to clarify the impact of the specific plan upon each service, the Fire District, County library, schools, police and other services have each been addressed separately.

B. Fire Services

Fire protection to the planning area is provided by the Encinitas Fire Protection District through their Station No. 1 located at 415 Second Street in Downtown Encinitas. Currently, response time for the plan area is meeting district-wide level of service standards. The primary response time standard is five minutes for 80% of emergency calls. The level of service standard for ladder truck response is ten minutes for 80% of emergency calls.

The impacts of specific plan implementation upon the Fire District in Downtown Encinitas should not be significant. Response times within the planning area will be maintained. The Fire District reports that the existing system of fire hydrants in the area will continue to provide required hydrant availability. Individual new developments will be subject to standards for hydrant upgrades, fire sprinklers, and other safety systems. The existing citywide fire service impact fee will ameliorate any change to service demand created by new development intensities. The existing station will remain and the Fire District should be adequate to handle fire protection under the specific plan.

C. Library Facilities

Existing library services are provided to the specific plan area and a larger part of the surrounding City by the 4,100 square-foot Encinitas Branch of the County Library located at 540 Cornish Drive. Another branch library is located in Cardiff at the Cardiff Towne Center and totals 1,540 square feet. Current levels of service do not meet County library standards. Future needs on a population projection for Encinitas of 67,633 based on the 0.35 gross square feet per capita standard, when applied to Encinitas, calls for combined library facilities of almost 23,670 square feet (see Appendix J).

The Encinitas branch library may be expanded to a capacity of 8,000 square feet, possibly in conjunction with a future redevelopment of the civic center site. An additional facility of approximately 17,000 square feet will be needed to serve the entire City as well as the specific plan area. An opportunity exists in planning now ongoing for the Encinitas Ranch Specific Plan (the City's sphere area west of El Camino Real), to provide a site for a substantial new public library. This library would meet the locational need noted in the City-

wide library study (Appendix J).

The demand for library services already exceeds available facilities, and will only worsen as new residential development occurs. Beyond the availability of sites, a citywide financing scheme should be developed for library capital facility construction and staffing. Such a City-wide program is beyond the scope of this specific plan.

D. School Facilities

The specific plan area is served by the Encinitas Union School District, San Dieguito Union High School District, and Mira Costa Community College District. See Appendix I for current enrollments, and student generation rates used to project school enrollment. Specific plan build-out would yield 305 elementary school students from within the Plan area, 98 more students than from existing development, and 110 more than from build-out under previous zoning. Junior high school enrollment is projected at 182 under specific plan build-out, 73 more than existing, and 65 more than previous-zoning build-out. High school enrollment is projected at 380 under specific plan, 153 more than existing and 137 more than previous-zoning.

Because of the increased dwelling unit potential the specific plan has increased school service demand. The school districts currently collect school impact fees assessed on new development to provide financing for future facilities, however, the current fees do not adequately meet the districts' needs for financing the facilities generated by new development. A mitigation agreement with developers will be required to address the impact of development on the school districts and to identify the additional financing of school facilities. The amount of any additional fee shall not exceed the actual impact created by additional residential development, and shall not apply to commercial development or use. An additional fee shall be based on a net increase in dwelling units, and shall not apply for the remodeling or expansion of existing dwellings.

E. Police Services

Police protection is provided by the San Diego County Sheriff's Department under contract with Encinitas. A single Sheriff's Department Substation, located at 175 North El Camino Real, currently serves the plan area.

Public Safety Element Policy 1.11 of the general plan states the City's goal of one 24-hour deputy per 10,000 residents. Current service levels exceed this standard by providing six 24-hour units per 10,000 residents. Police service will not be impacted significantly as no significant changes to existing development patterns and intensities are taking place, in terms of police service demand.

F. Parks

Downtown Encinitas is served by park and recreational facilities both within, and near the specific plan area. These are, the .9-acre Mildred MacPherson Neighborhood Park located at 1045 Vulcan Avenue, completed in 1992; the

2.43 acre Encinitas Viewpoint Park, on the north side of "D" at Cornish Drive; the 9.3-acre Paul Ecke Sports Park located at 400 Saxony Road, completed in March 1993; and the proposed 12.9-acre Moonlight Beach Park Master Plan located at Moonlight Beach between "B" and "C" Streets. Various "street-end" beach accesses and vista points also provide park/recreational opportunities. "D" Street vista/access and Swami's park/access are the most complete. "H" and "I" Streets offer less-developed vista-only facilities. "F" and "J" street-ends have been identified for eventual vista-only development, with preliminary costs in Chapter 11.

The net increase of residential units under specific plan build-out, compared to previous zoning, will provide an increased contribution towards parks capital facility funding through the City's Residential Park & Recreation Fee (Chapter 23.98, Encinitas Municipal Code). This mitigates the increased demand for parks created by the net increase of dwelling units.

G. Other Services

Other public services such as hospitals and general City administration will not be significantly impacted by build-out of the specific plan.

6.3 **Infrastructure**

A. Introduction

Infrastructure refers to those improvements in the community that are the commonly shared part of the built environment. It is the physical services, such as roadways, lighting, sewers, water, and utilities that provide a base for the city structure. Land value usually increases with infrastructure improvements. Infrastructure unable to meet the requirements of development and out of sync with the community character can defeat the achievement of the community's vision.

Infrastructure is crucial to the specific plan because it is a major factor in carrying out the proposed plan. At the same time, the specific plan is a tool for helping to realize needed infrastructure improvements. This section of the plan discusses each area of infrastructure, including water, storm drains, sewer, gas, electric, telephone, and cable. The streets, alleys and sidewalks portion of infrastructure is treated separately under Chapters 4 (Streetscape Plans) and 5 (Circulation Plan).

Following is a discussion of existing infrastructure and its adequacy. Two factors determine the adequacy of existing infrastructure. The first is its lifespan. Based on useful lifespan, some of the existing infrastructure will need to be replaced and some of it will not. The replacement of old infrastructure as determined in the specific plan is crucial for the maintenance of facilities in the Downtown area.

The capacity of existing infrastructure also has been taken into consideration. In some areas, projected growth will dictate the necessity for increasing the

capacity of the facilities. By looking at projections for new development, projected infrastructure needs can be determined and addressed before that development occurs.

B. Water Drainage/Storm Drains

Analysis:

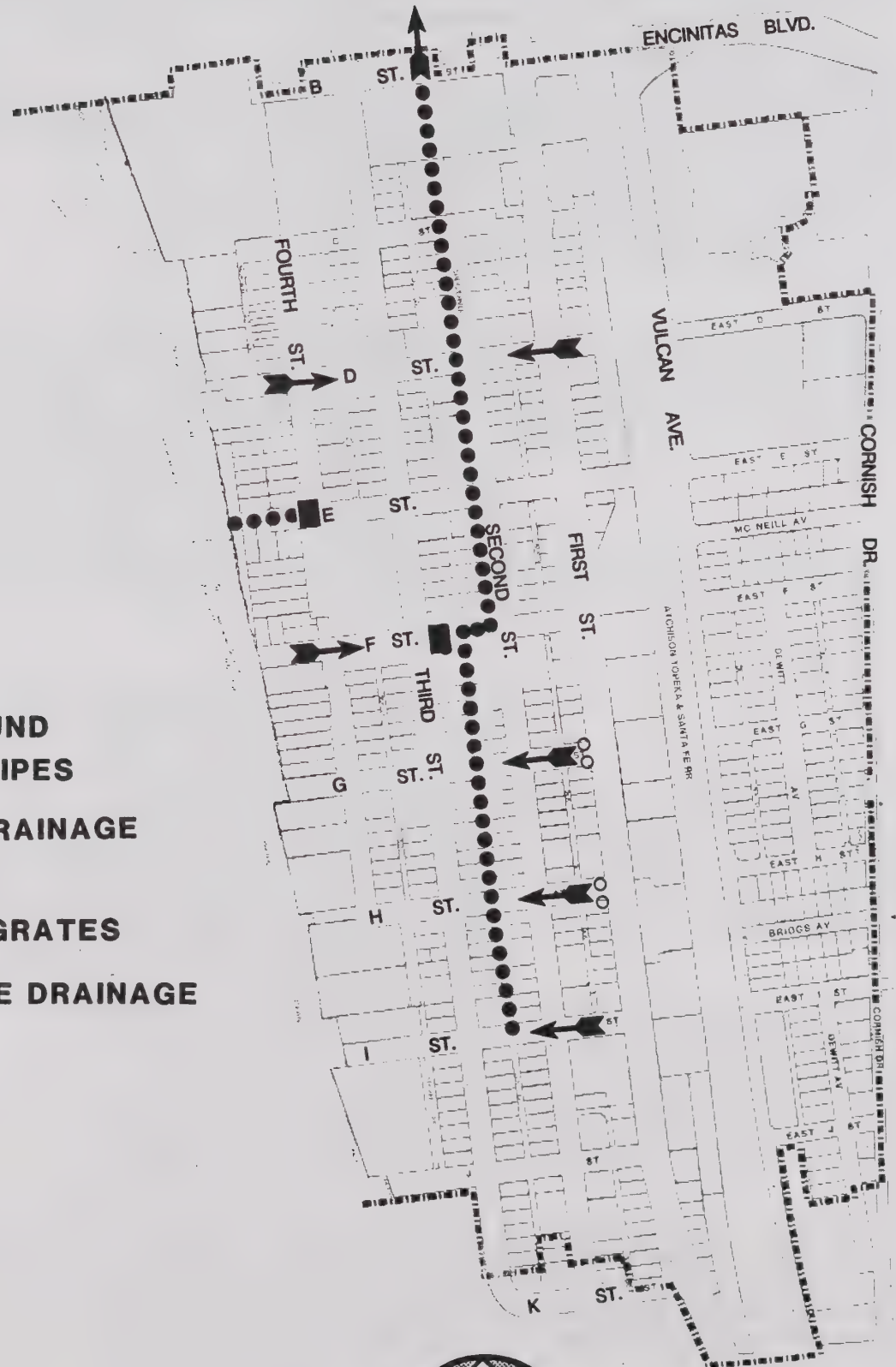
Please refer to Figure 8-a. The existing storm and surface water drainage system serving the Downtown Encinitas specific plan area and adjacent neighborhoods is a gravity-flow combination of surface street/alley drainage and underground drain pipes. The ultimate exit point for this drainage is Moonlight Creek, on the north edge of the planning area which empties into the ocean at Moonlight Beach. For the most part, the entire planning area surface-drains to the alley between Second and Third Street from I Street to F Street. From there the drainage enters an underground pipe, which flows north up Second Street to Moonlight Creek. There are inlet grates at Vulcan Avenue, between H & I Streets, which collect water and empty off into the railroad right-of-way; and a relatively small amount of drainage at E Street that empties onto the coastal bluffs.

Temporary flooding currently occurs at F Street in the alley west of Second Street at an inlet into the main storm drain. This is caused by the inadequate size of the main north of this point, which is 18 inches in diameter compared to the 36 inch main feeding into this point. The existing 18 inch main needs to be replaced with a 24 or 36 inch line. At G & H Streets, on the west side of First Street, short-run corner by-pass drains experience temporary capacity problems during heavy rains. The inadequate capacity of these by-pass drains shall be corrected with any proposed land development of the adjacent commercial lots. Standing stagnant water in these existing by-pass drains, however, periodically causes odors which repel pedestrian activity and may cause public health concerns. The City Public Works Department shall investigate this standing water problem, and include solutions in the next available proposed capital facilities budget.

DRAINAGE

KEY:

- UNDERGROUND DRAINAGE PIPES
- ←→ SURFACE DRAINAGE FLOW
- DRAINAGE GRATES
- INADEQUATE DRAINAGE



DOWNTOWN ENCINITAS SPECIFIC PLAN

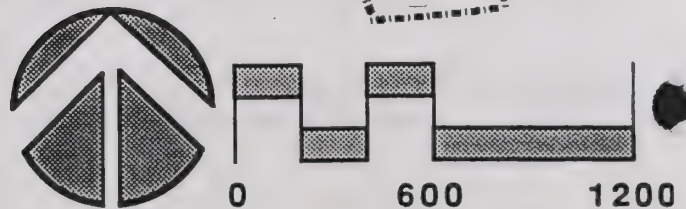


Figure 8-a

KEY:

- EXISTING UNDERGROUND CABLE LINES
- AERIAL CABLE LINES FOR PROPOSED UNDERGROUNDING



DOWNTOWN ENCINITAS SPECIFIC PLAN

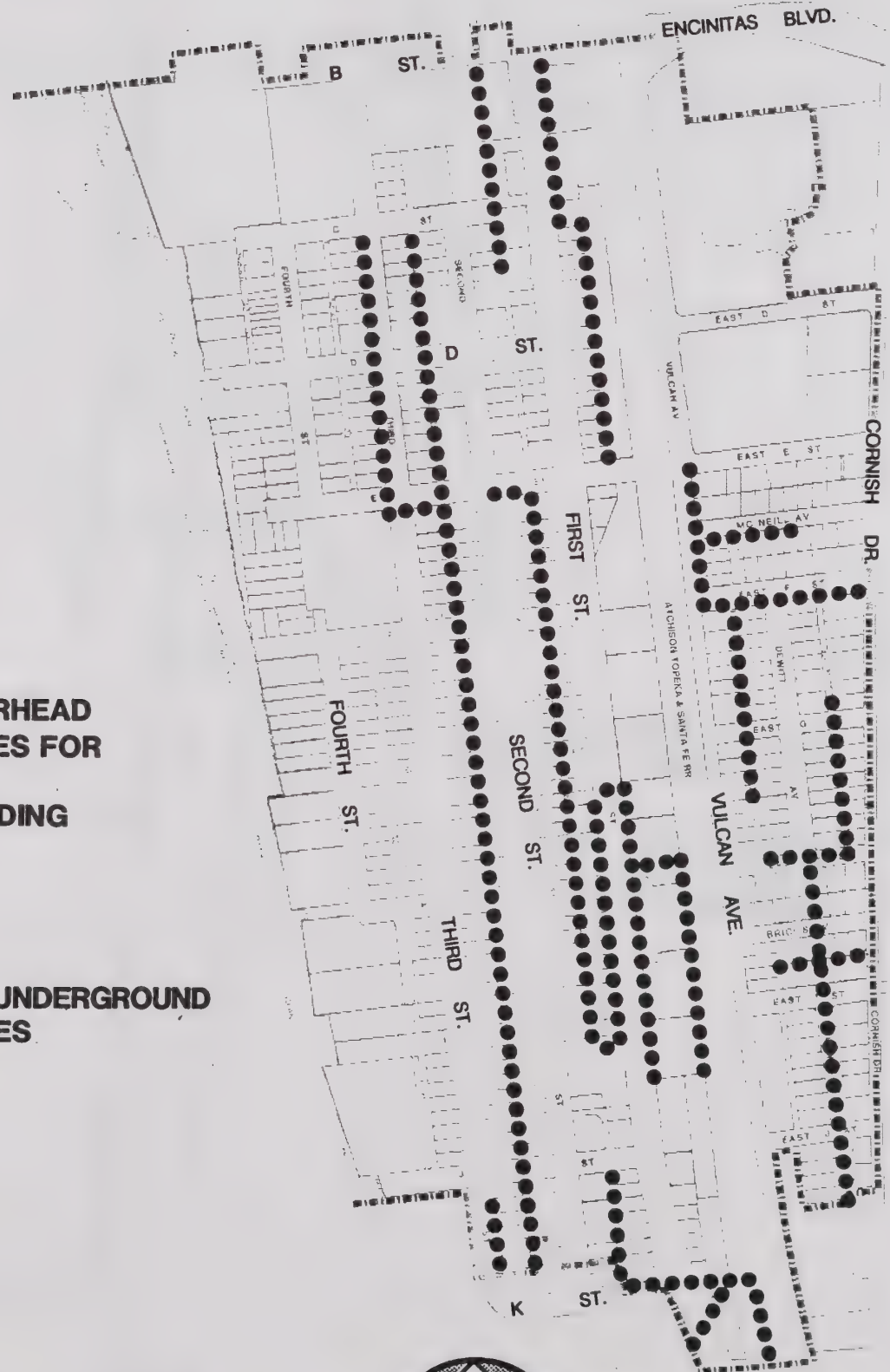


Figure 8-b

KEY:

- PRIMARY OVERHEAD
ELECTRIC LINES FOR
PROPOSED
UNDERGROUNDING

NOTE: NO EXISTING UNDERGROUND
ELECTRIC LINES



DOWNTOWN ENCINITAS SPECIFIC PLAN

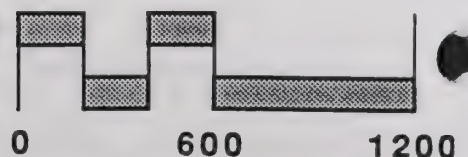
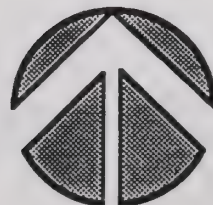


Figure 8-c

TELEPHONE

KEY:

- oooo EXISTING UNDERGROUND TELEPHONE LINES
- OVERHEAD TELEPHONE LINES FOR PROPOSED UNDERGROUNDING



DOWNTOWN ENCINITAS SPECIFIC PLAN

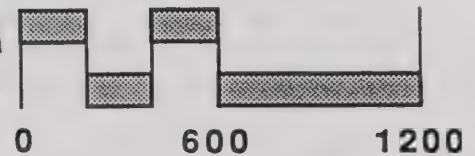
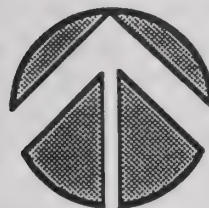


Figure 8-d

Summary:

Visual inspections of the storm drain system are done annually. A list of needed repairs is made and priorities established. An example of a high priority item would be a culvert drain collapsing causing the road to cave in.

Street maintenance has an annual flood control fund of fifty thousand dollars to use City-wide. This money is used to contract maintenance service for City-maintained storm drains, grates, ditches and anything that would carry storm water. This is for maintenance purpose only, however, and does not fund capital improvements.

Localized storm drain inadequacies, include those at First Street/H Street and First Street/G Street intersections. More substantial improvements are the replacement of the 18 inch storm main, and the resolution of the storm drainage on the coastal bluff at E Street. All of these storm drain improvements are to be financed from the existing City system of storm drainage development impact fees, prioritized among Citywide storm system projects. No additional measures through this specific plan are required. Again, however, the opportunity should be taken advantage of where ever possible to combine capital projects for cost savings, e.g. streetscape improvements with the upgrading of the storm main.

C. Sewer System

Analysis:

The Downtown Encinitas specific plan area is served by the Encinitas Sanitary District, a subsidiary sewer district of the City. The specific plan area comprises about one-seventh of the land area of the entire District, and generates about 30% of the District's current volume of sewage. All sewage flow from the District goes north to the Encina Joint Powers Authority sewage processing plant in Carlsbad.

In 1992, a District master plan was prepared (Ref. "Encinitas Sanitary District Sewer Master Plan - Final Submittal," September 1992, Dudek and Associates, Steve Deering RCE 26514, on file in the Engineering Department, City of Encinitas). This plan assesses the adequacy and need for capital upgrades for all elements of the District's system, including the adequacy of system capacities (i.e. the amount of sewage the system can handle versus the amount generated, today and at future land use "buildout"); and the needs for upgrades based on system age and wear. This assessment finds adequate system capacity to handle buildout, including consideration of the land use buildout under this Specific Plan.

Several elements of the system are in need of rehabilitation or replacement based on age and wear. Local sewer mains in the Specific Plan area are in generally "fair" condition, frequently suffering from root intrusion and off-set joints. Repair of these main problems can be accomplished by inserting new sleeves, rather than having to dig up the street and install new pipes. This avoids the necessity of street excavation. Resleeving can be accomplished

over time as a "routine" maintenance program; none of this work can be accomplished immediately. A force main under "B" Street/Encinitas Boulevard also needs to be relined. While it is anticipated this can be done by resleeving, this is not certain at this time, and street excavation could be involved.

Sewer manholes are also in generally "fair" condition. A majority need rehabilitation to prevent infiltration during flooding or high ground water conditions. This is especially true for manholes in the vicinity of the Moonlight Beach Pump Station, on Third Street between "B" and "C" streets. These repairs can also be done over time, none are an immediate threat.

The pump station at Moonlight Beach pumps sewage from the entire District area, not from just the Specific Plan area. This station is in need of several upgrades, ranging from relatively easy valve replacements, to the eventual replacement of the stations pumps. None of this work, however, will cause significant construction or excavation outside of existing station walls.

Summary:

The Sewer District Master Plan includes a preliminary estimate of capital facility upgrade costs. All capital upgrades are intended to be paid for out of a District capital facility financing program; no special or additional assessments or fees for this purpose through this Specific Plan are necessary. In the future, based on its Master Plan, the District should be addressing the details of capital facility financing and Sewer District fees.

In terms of project coordination, when ever street or alley streetscape or construction is undertaken within the Specific Plan area, the opportunity should be taken to rehabilitate sewer manholes at the same time.

D. Water Service

Analysis:

The specific plan area is served by the San Dieguito Water District which is a subsidiary of the City of Encinitas. The existing distribution system for the planning area is in good shape and existing pipes are sufficient to accommodate growth. The main lines are 12" pipes and feeder lines are 6" or 8" pipes. Pipes are made of asbestos cement, and do not need to be replaced. There is no projected problem supplying water unless the district is restricted in the amount of water it receives through the County Water Authority. There is not an age or capacity deficit for providing service for the build-out of the area as now provided under the specific plan, except for the localized area noted below.

As of 1991 there was insufficient storage capacity for the entire water district. By the year 2014, according to master plan build-out projections, 28 million gallons need to be stored. Existing storage is at 5.5 million gallons with high priority being set within the next 5 years to select and purchase sites to increase storage. No potential sites for increased storage would be in the specific plan area. This is an issue pertaining to the entire water district, and

is beyond the scope of the specific plan.

A high priority exists for replacement of any service pipes identified as less than 4" in diameter. The only high priority in the Downtown specific area is a lateral 1-1/2" copper pipe serving four commercial establishments at the La Paloma Theater. This was flagged as high priority, but involves minor excavation - moving meters to a different location. The water district has money budgeted for projects meeting criteria of high priority; alternatively, some upgrades may be accomplished with private site development.

A potential water line capacity problem would exist if a large zoning change occurred, i.e. residential to commercial, because of fire flow requirements. If pipes sized according to the current general plan for residential usage of 1500 gallons per minute were required to serve commercial usage of 3000 gallons per minute, this would create a problem. However, no such changes are currently proposed.

Summary:

In conclusion, there are no "high priorities" within the Downtown specific plan area other than the 1-1/2 copper line which was flagged because it meets the priority criteria, but is adequate now and will not be addressed unless new site development is proposed. The major focus for the next five years is purchasing reservoir sites to increase storage capacity citywide. The Water District (1992) is proposing the adoption of a master plan for storage capacity and other District needs.

E. Cable Television Service

Analysis:

Dimension Cable Television is a private franchise service. This is not considered a vital public utility and service is independent of the land use types and intensities which the City establishes. However, street or alley excavation can be required to extend service, or to place cable lines underground. The purpose of this section, then, is to identify where lines may need to be extended or undergrounded, in order to coordinate with other street excavation which is otherwise needed or planned.

Cable service exists throughout residential portions of the planning area. Most lines are aerial and in the alleys. Areas not served are commercial areas along First Street; Second street from F Street to K Street (a line extension in the alley between Second and Third Streets would be logical); and Third Street north of C Street. A trunk line exists at alley at Second Street between B & C Streets, but no service line exists.

Summary:

Dimension Cable upgraded its system of existing lines throughout Encinitas in 1992. This included replacing cable, upgrading the physical condition (replacing equipment and connections attached to poles) and providing

increased channel capacity. This upgrade did not include service extension to areas not currently served. It strictly rebuilt what is already there.

A franchise agreement between the City and Dimension Cable requires the cable company to pay for undergrounding anything in the public right-of-way related to City-generated projects which are already digging up the street (see Figure 8b). If the City will be digging up the street, for street improvement or other utility upgrades, Dimension Cable should be required to place conduits and underground its lines.

F. Gas Service

Analysis:

Gas service for the specific plan area is provided by San Diego Gas and Electric (SDG&E). According to staff from the Gas System Planning Section of SDG&E, gas pressure in the specific plan area is adequate to serve the area. Some older gas mains exist, but no replacement is anticipated at this time, and none is scheduled for replacement in the near future.

Summary:

No anticipated problems are foreseen with build-out of the specific plan.

G. Electric Service

Analysis:

San Diego Gas and Electric (SDG&E) also provides power to the specific plan area. As shown in Figure 8c, all existing primary electric lines are above ground.

Summary:

Although no capacity problems are foreseen with build-out of the specific plan, the undergrounding of all primary overhead electric lines is proposed and should be coordinated with proposed streetscape and street/alley improvements.

Rule 20A, replacement of overhead with underground electric facilities, pays a portion of undergrounding. This includes undergrounding of electric facilities that are in the general public interest, where an ordinance creating an underground district, applies where scenic criteria are met, and where an extension is for a minimum distance of one block or 600 feet whichever is lesser. The total dollar amount distributed for conversion is determined by the number of existing meters in the City.

H. Telephone

Analysis:

Pacific Bell provides service to the Downtown area. The area has both overhead and underground telephone cables (see Figure 8d). The majority of the underground cabling exists on Vulcan Avenue and First Street between F and J Streets; on Third Street between C and D Streets, and in the alley behind Third Street between H and I Streets. Ninety percent of overhead telephone lines are in the alleys behind First, Second, Third and Fourth Streets between C and K Streets. Overhead lines also exist east of Vulcan Avenue on E Street, McNeill Avenue and F Street and the alley on DeWitt.

Summary:

There is adequate capacity. Changes and growth are based on historical observation and changes in trends. There is no age problem. Pacific Bell has its lines on San Diego Gas & Electric poles, and if San Diego Gas and Electric is undergrounding lines the phone company will also underground lines. Although the phone company does not have a 20A program like San Diego Gas and Electric, they are required to match San Diego Gas and Electric's 20A funds for undergrounding.

7.0 STREET TREE MASTER PLAN

7.1 Benefits of Street Trees

Trees make the community a better place to live and provide a lasting impression to all that live and visit there. Although estimates can be calculated for the monetary value of trees, the value of their contribution to individual residents, the community, and the environment is priceless. Trees provide a multitude of economic, environmental, and aesthetic benefits by:

- giving a distinctive character and identity to the community;
- establishing visual harmony and continuity along city streets;
- softening and screening of urban development;
- helping to diffuse noise;
- helping to increase and stabilize property values;
- enhancing people's sense of connection to nature and history;
- enhancing civic pride and involvement;
- providing shade and helping to cool "urban heat islands," reducing energy costs and consumption;
- moderating wind
- absorbing carbon dioxide, counteracting the global "greenhouse effect;" and
- producing oxygen and filtering airborne particulates, which help to reduce air pollution

7.2 Background and Existing Conditions

There are approximately 600 existing street trees that have been inventoried within the Downtown Encinitas Specific Plan area. The dominant species include palms, ficus, pines, and eucalyptus. Some of the mature trees found within the area may have been planted as far back as the late 1800's, when Encinitas began to develop as a town. These trees are an important resource that distinguishes the downtown from other communities and should be preserved. The Architectural and Historic Resources Inventory of the Downtown Encinitas Specific Plan Area, (Appendix C) discusses these resources in more detail.

The Downtown Encinitas area enjoys a moderate, coastal climate with temperature ranges averaging between 55 and 70 degrees. All-time record lows range from 33 to 20 degrees (Sunset Western Garden Book, California Local Zone 24). The two soil types that are found in the area consist of well-drained, deep loamy coarse sands and well-drained, fine sandy loam with a clay subsoil. More detail regarding the geographic and climatic conditions are discussed in the accompanying Environmental Impact Report, Appendix A.

7.3 Community Vision, Issues, and Goals

Part of the community vision for Downtown Encinitas includes protecting and enhancing existing visual resources. The following issues relating to trees within the community are recognized:

- need for more street trees
- need for a tree preservation program
- need for a street tree maintenance program

The major goal of this master plan is to enhance the streetscapes of the downtown Encinitas specific plan area by establishing a comprehensive street tree program which addresses street tree preservation and provides a master street tree plan for all streets within the specific plan boundary. This goal will be achieved over the next several years, as Encinitas continues to evolve. In some instances, however, certain segments or entire street lengths of street trees can be installed along with street improvements in the near future. Refer to Chapter 11.0 for implementation priorities and programs.

7.4 Street Tree Guidelines

Street trees in urban environments are subject to environmental stresses and conditions that do not beset other landscape situations: small planting spaces, air pollution, limited moisture, glare and reflection of heat from pavement and building walls, and damage to roots and bark from vehicles and delivery trucks. Under such conditions, street trees are more susceptible to disease and insects which, unfortunately, shorten the life expectancy of City street trees.

With this understanding, the following provisions specifically pertain to street trees within the specific plan area, in addition to the general landscape recommendations found in Section 4.8. Should a conflict exist between a provision in this section and a recommendation in Section 4.8, the provisions in this section shall take precedence.

a. Design/Planting Guidelines

- Trees species shall be selected from the designated street tree list in order to insure that a variety of species, which are adapted to the coastal environment and urban conditions, are planted throughout the downtown Encinitas specific plan area.
- Evergreen trees with large canopies and dense winter foliage should be avoided on streets with an east-west axis.
- Street trees shall be planted in a minimum 4 x 6-foot planting area, wherever possible, to insure optimum growth.
- Planting areas smaller than 4 x 6 feet or within 3 feet of the pavement, shall require a root control device.
- Parkways and medians of streets shall not be planted with the same species.
- Parkways and medians shall consist of drought-tolerant trees, shrubs, and groundcover. The use of turf in parkways and medians shall be prohibited. Refer to Landscape Guidelines, Section 4.8 for suggested shrubs and groundcovers.
- Street trees shall be a minimum 15 gallon in size.
- Accent trees shall be a minimum 24 inch box in size.
- Street trees shall be properly installed according to the city's landscape planting standards.

b. Management/Maintenance Guidelines

- Dead trees or trees in very poor condition should be removed in order to reduce safety hazards.
- Monitor overall species and age diversity.
- Continue to maintain and keep the City-wide street tree inventory up to date.
- Monitor and take action against pests and diseases within the plan area and on a citywide basis.
- Immediately replace trees that have been removed with a tree as per the designated street tree list.

- Illegally removed street trees should be subject to a replacement penalty.
- Stub cutting techniques (heading back large limbs) shall be prohibited.
- Establish a street tree maintenance program.
- Enlarge planting areas (minimum 4 x 6 feet) around existing street trees where feasible.

7.5 Street Tree Concept Plan

Most streets in the Downtown Encinitas specific plan area are characterized by an eclectic tree palette. There are a few small thematic groupings of trees scattered along some streets. The overall goal of the street tree concept plan is to provide a dominant street tree for each street within the specific plan area. This will provide continuity and reinforce the distinct character of individual streets within the Downtown area. Street trees, to be planted when new or in-fill development occurs or when replacements for old or diseased trees are required, shall be planted with the designated theme street tree(s).

Although numerous mature eucalyptus, ficus, and cypress trees exist throughout the community and are recommended for preservation, these trees will be phased out over time through natural attrition because of maintenance and hardscape problems associated with these species.

Theme street trees have been selected for First Street, Second Street, Vulcan Avenue, Encinitas Boulevard (between Vulcan Avenue and First Street), D Street, and E Street and shall be planted as described below. In addition, a suggested street tree palette is provided for all other streets within the specific plan area. Either one or more species can be selected from this list for planting along the parkway within the street right-of-way of these other streets.

Neighborhoods should be planted with a variety of species rather than just with one or two species in order to insure that an entire neighborhood is not denuded of street trees due to a pest, disease, climatic occurrence, or other problems. However, each street should have a dominant species which provides design unity along the streetscape as shown in Figure 9. The street trees listed below are well-suited for our coastal climate, street conditions, and almost all are drought tolerant.

THEME STREET TREES

East-West Streets:

Encinitas Boulevard (between First Street & Vulcan Avenue)²

Arecastrum romanzoffianum, *Queen Palm*¹

Formal planting, maximum 30 feet on center.

D Street (between Cornish Drive & street end)²

Washingtonia robusta, *Mexican Fan Palm*

Formal planting, maximum 30 feet on center.

E Street (between Cornish Drive & street end)²

Washingtonia robusta, *Mexican Fan Palm*

Formal planting, maximum 30 feet on center.

North-South Streets:

Vulcan Avenue (between Encinitas Boulevard & F Street)²

Parkway:

Laurus nobilis, *Sweet Bay* (see exception below)

Formal planting, maximum 40 feet on center.

Median:

Lantana montevidensis, *Dwarf Lantana*

Plant "Dwarf White" and "Dwarf Pink", triangular spacing, 4 feet apart.

¹Some water needed during dry periods.

²Refer to streetscape concept plan, Section 4.7.

Exception - along the east side of Vulcan Avenue between D & E Streets, maintain existing palms or replace with an accent tree from the accent tree list below at a maximum of 25 feet on center.

Vulcan Avenue (between F Street & J Street)

Washingtonia robusta, *Mexican Fan Palm*

Formal planting, maximum 30 feet on center.

First Street (between Encinitas Blvd. & southern SP boundary)²

Planter streetscape nodes at intersections:

Erythrina humeana, *Natal Coral Tree*¹

One 48-inch box (minimum) specimen in each planter.

Second Street (between C Street & southern SP boundary)²

Parkway:

Laurus nobilis, *Sweet Bay*

Formal planting, maximum 40 feet on center.

Arbutus unedo, *Strawberry Tree*

One multi-trunk specimen at mid-block locations as an accent tree.

SUGGESTED STREET TREES³

Callistemon viminalis, *Weeping Bottlebrush*

Eriobotrya japonica, *Loquat*

Ligustrum lucidum, *Glossy Privet*

Melaleuca nesophila, *Pink Melaleuca (multi-trunk specimen)*

Melaleuca quinquenervia, *Cajeput Tree*

Metrosideros excelsus, *New Zealand Christmas Tree*

Pittosporum crassifolium, *Karo Tree (std.)*

Rhus lancea, *African Sumac*

Trachycarpus fortunei, *Windmill Palm*

Tristania conferta, *Brisbane Box*

Washingtonia robusta, *Mexican Fan Palm*

¹Some water needed during dry periods.

²Refer to street scape concept plan, Section 4.7

³Street tree spacing will vary according to species.

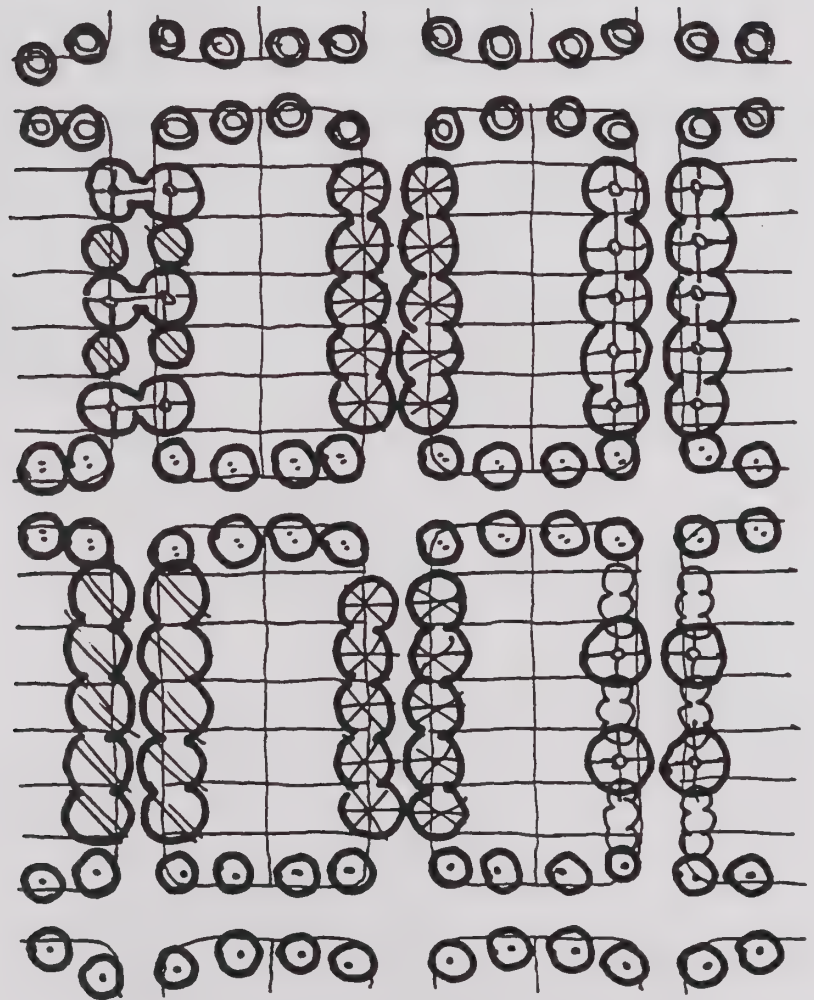
ACCENT TREES

The following trees are recommended for accent plantings at street intersections, at major entry points into the community, and to add visual interest. Plant informal clusters of 2, 3, or 5 trees. These species are not recommended for street trees.

Arbutus unedo, *Strawberry Tree*
Agonis flexuosa, *Peppermint Tree*
Butia capitata, *Pindo Palm*
Callistemon citrinus, *Lemon Bottlebrush*
Erythea armata, *Mexican Blue Palm*
Erythea edulis, *Guadalupe Palm*
Harpephyllum caffrum, *Kaffir Plum*¹
Leptospermum laevigatum, *Australian Tea Tree*
Melaleuca nesophila, *Pink Melaleuca*
Phoenix canariensis, *Canary Island Date Palm*
Psidium littorale, *Strawberry Guava*
Zizyphus jujuba, *Chinese Jujube*

¹Some water needed during dry periods.

Planting Design for Neighborhood Streets



- Design Unity
- Species Diversity
- Dominant Street Tree

Figure 9

8.0 HISTORIC PRESERVATION

8.1 Introduction and Purpose

A. Introduction

In communities across the United States, people are becoming aware of the value in preserving their cultural and historic heritage. This interest in our past can be attributed in part as a response to the modern-day, mass-produced housing and look-alike shopping centers and supermarkets. Historic preservation efforts can also be seen as an extension of environmentalism: the realization that precious resources - both natural and man-made - are limited and need conserving.

A community's historic buildings are the tangible links with its past and reflect its unique character. Through these links the community's sense of identity is strengthened. Familiar landmarks establish a sense of permanence and anchor the community as a place in time. Historic preservation activities can also foster civic pride and community spirit.

B. Background

The Encinitas General Plan contains policy statements that call for the identification of the City's historic and architectural resources, and proposes that implementation programs be designed to preserve them. Resource Management Element Policy 7.3 states that "the City will pursue development of an historic resources program to assist in the identification of those buildings, structures, and places within the City that have historic significance."

The Land Use Element of the General Plan defines a cultural overlay zone to apply wherever significant historic resources are identified. The citywide zoning code requires projects affecting known historic resources to study potential negative impacts and provide mitigation to the extent feasible.

Through these policies, the City recognizes the importance of protecting the community's link with the past. The vision statement for the Downtown Encinitas Specific Plan states that the purpose of the specific plan "is to guide evolutionary development and historic preservation of the Downtown area by providing comprehensive guidelines, standards, and implementation programs based on a community vision which fosters a spirit of community interaction and pride;" and to "...protect and enhance existing visual, cultural, *historical*, and natural resources."

To this end, the issues addressed in the specific plan include the identification of historic resources and development of alternatives for preservation. The "Architectural and Historic Resources Inventory" (refer to Appendix C), conducted in conjunction with the development of this specific plan, identifies individual resources of varying degrees of significance. This study is not a conclusive determinant of the significance of individual sites, which are still

subject to the City-wide cultural resources overlay (Municipal Code Section 30.34.050). Rather, it indicates the range of potential resources, the most important ones being **Derby House**, **La Paloma Theater**, and the **Boat Houses**.

The purpose of this Historic Preservation chapter is to generate interest in and awareness of the Downtown Encinitas area's varied historic resources, and to focus appropriate attention on how to protect them. The specific plan proposes voluntary preservation activities and programs for the Downtown area's historic resources.

8.2 Historic Development of Downtown Encinitas

There were two dramatically significant periods in the development of the Downtown Encinitas area. The first occurred in the mid-to-late 1880's - an optimistic boom period of real estate speculation and development that transformed not only Encinitas, but all of Southern California. The second period occurred between the mid-1920's and the late 1940's. This boom was set in motion by the formation of the San Dieguito Irrigation District in 1923-24, and made possible for the first time both substantial expansion of agricultural production and the urbanization of Encinitas. Prior to that time, the limited water sources found through wells and/or made available by Cottonwood Creek had restricted the community's development.

■ Development Pattern During the Early Settlement Period (1880's)

The architecture of Encinitas during the mid-to-late 1880's is typical of the small town rural design found throughout the United States. The village's first commercial structures were concentrated around the railroad depot at First and F Streets, as were the homes of the merchants, postmaster, and the railroad station agent. The depot, reflecting the stature of the railroad company, was the most ornate and stylish building in town. In 1883, the town was platted in the gridiron street pattern in evidence today.

Early residential development was simple in design and derived from the Cape Cod/Classic Cottage house style: frame/overlap board construction, side-gabled floor plan, and close-cropped eaves. This housing type is part of a long vernacular American building tradition that dates back to the early English settlement of the United States during the seventeenth and early eighteenth centuries. Although no surviving Classic Cottages were identified in the inventory, the American Colonial Revival cottages built during the 1920's, 30's, and 40's are descended from this form.

There were also buildings of what is commonly thought of as "Victorian" design. The most significant surviving example is the **Derby House** (649 Vulcan Street, 1883). The original **Encinitas Hotel** (Ca. 1883), which stood near the northeast corner of First and E Streets, was a Second Empire Style building whose principal architectural elements - mansard roof, window trim and cornice moldings - reflected the higher style Victorian design precepts fashionable in the East during the 1860's and early 1870's.

The commercial buildings of the early settlement period are also of simple frame construction with "false front" facades (including stepped parapet) intended to give the building a more imposing character. Classical notions of symmetry, and some Classically-derived architectural details are employed. Downtown Encinitas' first commercial block was built around 1887 by early Encinitas real estate promoters E.B. Scott and G.W. Marsh.

As was typical for many small rural frontier communities, Encinitas public buildings during this period were limited to a schoolhouse and church - both with "gable-front" orientations and similar architectural treatments derived from early nineteenth century Classical Revival precedent. Very few examples of architecture from this frontier period appear to survive. Those which do survive- such as the **Encinitas Schoolhouse** and the **Derby House**- reflect the design sensibilities of the era.

■ Development Pattern Between the 1880's and 1920's Booms

By the end of the 1880's, Encinitas' first boom ended and the community went into a period of relatively little change. The population increased by no more than 30 people during the entire period between 1890 and 1920.

Despite the sluggish local economy, the ascendancy of automobile travel and its impact on the urbanization of Encinitas, along with the diversification of the local economy, is reflected in a new generation of building types. The State of California paved and widened Old Highway 101 in 1913, and public works contracts found in The Southwest Builder & Contractor in 1919 indicate that new modern concrete bridges were installed for the highway system at Cardiff and over Agua Hedionda Creek. The coming of electricity to Encinitas in 1915 also provided the foundation for urbanization during the late 1910's and 1920's.

The homes built during this period are simple Craftsman and Transitional Victorian buildings of frame construction, sheathed with overlap board, wood shingle, or ship-lap siding, with overhanging gable or low-pitched hip roofs and exposed rafter tails. The Transitional Victorian buildings have more of a vertical orientation in proportions, roof pitch, and window heights, while the Craftsman homes (loosely 1903-1930) are more horizontal in line and proportions.

■ Development Pattern From the Mid-1920's through the Early-1930's

Encinitas grew rapidly during the 1920's and early 1930's, tapering off dramatically with the worst phase of the Great Depression (mid-1930's). With the inclusion of Leucadia in 1923 and Encinitas in 1924 as part of the San Dieguito Irrigation District, and relocation of the District offices to Encinitas in 1925, the availability of water for agricultural uses and for urbanization seemed assured. It is estimated that roughly a third of the extant building stock in Downtown Encinitas was constructed between 1924 and 1932.

To the north in Leucadia, much of the land was subdivided between 1924 and 1927 by F.H. Tolle and Los Angeles industrialist/developer William G. Kerkhoff (1856-1929) of the South Coast Land Company. Aware of the new profitability of Encinitas/Leucadia real estate, other major firms of regional importance,

such as the Los Angeles-based Frank Meline Company became involved in marketing Leucadia's agricultural lands. Hollywood developers, such as Edward A. Biby and G.G. Powell (Encinitas Land Company), Aubrey Austin of Santa Monica, and A. Cory of Oceanside, focused on construction of new commercial buildings in Downtown Encinitas, including the La Paloma Theater and the "second" Encinitas Hotel.

This "boom" also brought other new builders to Encinitas. Miles M. Kellogg & Sons, apparent builders of many of the residential and commercial buildings in the downtown area, came to Encinitas in the early 1920's. According to the Encinitas Coast Dispatch, C.H. Bigelow relocated to Encinitas from Long Beach, California, in August, 1925, and established offices in the newly constructed Encinitas Hotel Building. Bigelow is mentioned numerous times in the real estate notes sections of the local paper between 1925 and 1930 as at work on residential buildings in Encinitas and in the new South Coast Park subdivisions in Leucadia.

The sunny development market in the Encinitas-Leucadia area also attracted the attention of a major Los Angeles-based mail order house construction company called **Pacific Ready-Cut Homes** (a.k.a. "Redi-Cut"), a firm which provided a catalogue of pre-designed, pre-specified buildings for which all pre-cut lumber, sash, and hardware would be shipped out from the Los Angeles headquarters to the purchaser. The purchaser would then hire a local contractor recommended by Pacific Ready-Cut to assemble the building. A large display ad in the 1928 Encinitas Coast Dispatch, suggests a serious effort on the part of the company to market its homes locally. The ad shows a handsome and very fashionable Spanish eclectic style home. The name Everett B. Parke, Oceanside, appears in the ad as "the exclusive authorized builder." It is concluded from this information that any Pacific Ready-Cut buildings constructed in Downtown Encinitas were built by Parke.

Acknowledging Downtown Encinitas' ascendancy as an important business center and as a tourist destination along Highway 101, T.J. Lewis sponsored a plan in early 1928 that led to the installation of the Encinitas Sign. Once extending across First Street adjacent to the Encinitas Hotel, the neon sign consisted of a metal shell approximately 20 feet in length "...with 15 inch letters lighted in vivid blue and red at night..." (Encinitas Coast Dispatch).

Residential development in Encinitas during the 1920's and 1930's consisted of two basic architectural styles and two minor ones: most of the buildings were either Spanish eclectic in design, or simple unornamented bungalows derived from the Classic Cottage house type. The Spanish eclectic homes often featured smooth plaster walls and flat roofs with stepped or scalloped parapets (the parapets sometimes had mission tile coping), with mission tile hoods over the windows or entrance.

Construction of a handful of examples in Encinitas of the English Eclectic style occurred during the late 1920's, reflecting growing popularity of Tudor Revival in the United States. Another, even rarer, style found throughout California during the mid-1920's was the Egyptian Revival, a short-lived architectural fad which is generally ascribed to the discovery of and opening of King

Tutankhamen's tomb in 1922-23 (a good example of which is found nearby to the east of the Specific Plan area).

■ Development Pattern During 1940's and Early 1950's

During the Post War period of the 1940's and early 1950's, infill development of commercial buildings continued along First Street, Second Street, and some of the adjoining side streets, essentially giving the downtown area its current overall character. A number of homes were built on Third and Fourth Streets, and between the Encinitas Highlands and the Santa Fe Railroad right-of-way during this period.

The commercial buildings are simple versions of the Moderne design idiom popular in the mid-1930's: large plate glass windows with low bulkheads beneath, a crisp rectilinear appearance with no ornamental detail, tall upper fascias with straight-line parapets.

The residential buildings of this period take their design inspiration primarily from three sources: The American Colonial Revival, the Moderne design idiom, and the "Ranch House" type popularized by architect Cliff May starting in the late 1930's.

■ Vacant Lots in Downtown Encinitas

The 1929 Sanborn Company Fire Insurance Maps of Downtown Encinitas clearly show that roughly 50% of the lots were still vacant by the late 1920's, leaving much land available for development during the late 1930's, Post-War era, and well into the 1980's. The continuing availability of vacant land helps explain the heterogeneous character of downtown Encinitas' built environment. Thus, over the decades, whenever conditions arose favorable to new development "spurts", there was vacant land available to build upon.

Because the downtown area developed over time through three boom periods, the historic survey resulted in no recommendation for the establishment of an historic district (as defined by the Department of the Interior). However, it is this eclecticism, within the context of small-scale beach community development, that is identified in this specific plan as a character to be preserved. Thus, the historic preservation strategies of this plan should be applied to the broad variety of identified resources, without preference for any one historical period.

■ Cottonwood Creek and the Development of Encinitas

Any historical account of the evolution of Encinitas would not be complete without noting the key role Cottonwood Creek played in the early development of the town. The mouth of this creek opens to Moonlight Beach at the north end of the specific plan area. Bordered on the north by B Street, on the east by First St, on the south by the bluffs of Moonlight Beach, and on the west by Third Street and the Pacific Ocean, Cottonwood Creek was the primary source of water and wood fuel in Encinitas. The location of the creek was responsible for the California Southern Railroad choosing to establish this area as a water

stop for its trains in 1881. This railroad access and the availability of water and wood led to the formal establishment of the Town of Encinitas in 1883 - the first town along the rail line between National City and Oceanside.

The availability of water in the San Dieguito area was the principal force driving real estate and agricultural development of the land. While vital to the early existence of Encinitas, Cottonwood Creek's limited water supply restricted population and the development of the area until the completion of Hodges Dam in 1918 and the formation of the San Dieguito Irrigation District four years later.

In recognition of its significance to the development of the Encinitas area, Cottonwood Creek was recently designated by California as a **State Point of Historical Interest**. It is also recognized in the Historic Resources Inventory that the Creek is eligible for local landmark designation. Preservation/restoration of the creek area is addressed in Section 3.1 of this plan under the Moonlight Beach Park Subdistrict.

8.3 Historic Preservation Strategies

A. Introduction

Any successful preservation program must include not only the identification of historic resources, but development of measures to protect them. Potential historic resources have been researched in the "Architectural and Historic Resources Inventory of the Downtown Encinitas Specific Plan Area" (Appendix C). This section of the Specific Plan outlines basic strategies that can be made available to assist in preserving the community's historic resources.

There are two broad approaches to historic preservation: regulatory, and incentive-based. Since most potential historic resources are under private ownership, and because there are real economic implications of preservation, a strictly regulatory approach is difficult to achieve. Furthermore, the Downtown Encinitas community has made clear that it desires a preservation program that is incentive-based and voluntary. With this in mind the following strategies for a preservation program were developed.

B. Regulatory Mechanisms

Beyond this specific plan, there are existing City and State regulations that provide a level of protection for identified historic resources. These regulations provide both restrictions for preservation, and a relaxing or restructuring of regulations (such as development and parking standards) to achieve preservation.

■ California Environmental Quality Act (CEQA)

Virtually all development projects are subject to the environmental review process established by the California Environmental Quality Act (CEQA). Projects that would destroy or substantially alter a known historic resource

could be deemed to pose a significant effect on the environment. Under CEQA, significant effects must be minimized to the extent feasible. Mitigation measures will vary depending on the project, but can range from photo-documentation or a narrative report recording the resource, to preservation by a variety of means: maintaining the basic structure while accommodating architecturally compatible additions, or granting a "facade easement" for the exterior appearance of the structure. Sometimes as a last resort, relocation of a historic structure is considered.

The City's General Plan establishes a Cultural Resources overlay that applies to historic resources. This overlay is implemented generally by the Municipal Code, which requires projects involving historical sites or structures to perform a site resource survey and impact analysis to determine a site's or structure's significance and the need for impact mitigation (Municipal Code Section 30.34.050 (A)(1)(b)). This Municipal Code requirement continues to apply in the specific plan area. The "Architectural and Historic Resources Inventory" is not to be used to determine when a site definitely has or does not have a significant architectural or historic resource; a site-specific resource survey per the Municipal Code shall be required.

■ Specific Plan Provisions Affecting Historic Resources

There are features of the Downtown Encinitas Specific Plan that, properly applied, will positively influence the continued viability of the area's historic resources. These features do not apply to historic resources per se, and are not "triggered" based on historic significance; but indirectly, their application in the Specific Plan area should help achieve preservation. The design recommendations and development standards were created to preserve and maintain the existing desirable character of the Downtown area. An important part of that character derives from the area's historic resources.

Design Recommendations - The Design Recommendations of this Specific Plan were developed to maintain and preserve the existing unique, beachy, small-town character of the Downtown area. Emphasis is placed on ensuring that new development is compatible in terms of bulk and scale to existing development. Choice of materials, colors, textures, etc., are also discussed.

The Design Recommendations provide some discussion of rehabilitation of historic structures. Rehabilitation of existing resources should be done in a manner that preserves the original character and integrity of the structure. Remodeling should be done so that non-historic materials or features are removed in favor of restoring original features and intended uses of properties. Removal or alteration of historic material should be avoided, while deteriorated architectural features should be repaired rather than replaced, whenever possible (See Section 4.5.9).

Development Standards - In addition to the Design Recommendations, the specific plan guides development through development standards. Citywide zoning and development regulations sometimes run counter to preservation of historic properties. Contemporary regulations generally require larger lot sizes and setbacks than were traditional for older urban areas. Because existing lot

sizes in the Downtown area are small and narrow, previous Citywide standards made infill development difficult. New development under Citywide regulations would be encouraged to depart from the traditional mainstreet, small-town character of Old Encinitas. Typically, newer development is found on large consolidated lots necessary to comply with setback, parking, and landscaping requirements. The inability to develop or re-develop on infill areas in a manner consistent with older structures would not only discourage new development, but would also erode some of the small-town character found to be so desirable by the community.

The development standards in the Specific Plan provide for minimal lot sizes, setback and landscaping requirements. Designed to be more reflective of the existing development pattern, the development standards (primarily for First Street and Second Street corridors) provide for a more flexible building envelope that will enhance the viability of the area's historic structures. This may provide more incentive for rehabilitation and preservation, rather than encourage demolition of the Downtown's older structures.

The development standards for the commercial areas permit a mix of commercial and residential uses. The mixed-use zoning is well suited for the commercial developments along First and Second Streets. Many of the older structures (such as the **Broun Building** and **Encinitas Hotel**) were originally constructed for commercial and residential uses.

Parking Standards - Generally, the Citywide off-street parking requirements make development of the small lots in the Downtown area difficult. The parking standards provided in Section 3.3 of the Specific Plan are designed to encourage the vitality of the commercial district through the application of a variety of strategies including credit for on-street parking, revised parking ratios, and relaxed requirements for building additions and remodels.

Lesser parking requirements increase net usable lot area, thus discouraging the need for lot consolidations and large retail commercial developments. By restructuring off-street parking requirements, it will be easier for new businesses to occupy existing historic structures.

State Historic Building Code - Certain projects affecting historic structures may utilize the State Historic Building Code. Adopted by the City of Encinitas, provisions of the code allow flexible building standards for eligible structures. Eligible structures include those listed on a national, state, or local register; or listed in an official inventory of historical or architecturally significant resources. This has two advantages: utilization of the code allows rehabilitations that respect and conform to older building methods, thus preserving the original architectural integrity; it also allows for continued use or adaptive re-use of old buildings that otherwise would not be allowed because of strict code requirements.

Projects eligible under this strategy include those affecting properties listed in the Historic Resources Inventory, and shall be implemented on a case-by-case basis. No other implementation action by the City is required.

C. Incentive Strategies

In addition to regulatory measures, another approach to preservation is based on financial and technical incentives. There are a variety of programs, grants, low-interest loans, tax credits, and deductions available to owners of historic properties. The City should investigate the feasibility of all available programs, and develop other viable incentive programs for purposes of maintaining and rehabilitating historic properties. This section outlines existing incentives that are available through various state and federal agencies. Many of the incentives take the form of tax credits or deductions.

Some of the existing programs outlined below require that properties be listed on the National Register of Historic Places, or be included on a State or local listing to qualify for incentives. It is not required that the City approve or initiate an application for National Register recognition. The process for placing an eligible property on the National Register may be initiated by any individual or organizational entity. However, the City will support the efforts of such groups or individuals in having historic resources placed on the National Register.

The City should investigate the feasibility of a local registry program, in coordination with local historic preservation organizations. Such a program will be voluntary: any property that is placed on a local register must be done with the owner's consent.

Table 4 summarizes the preservation strategies outlined in this plan, and how they may be applied to various significance categories of historic resources.

Table 4

PRESERVATION STRATEGIES MATRIX

Applicable Program/Activity	National Landmark Eligible	Local Landmark Eligible	Structures of Merit	Of Contextual Value
CEQA Review/Muni. Code Section 30.34.050	•	•	•	
Design Guidelines	•	•	•	•
Development Standards	•	•	•	•
Parking Standards	•	•	•	•
State Historic Building Code	•	•	•	
Federal Tax Credits	• ¹	• ²	• ²	• ²
Federal Tax Deduction for Charitable Easement	• ¹			
Mills Act Property Tax Adjustment	• ³	• ³		
CDBG Eligible Funding	•	•	•	
Facade Grant Program	•	•	•	•
Seismic Retro-fit Rebate Program	• ⁴	• ⁴	• ⁴	
Fee Waivers	•	•	•	

¹ Must be Listed on the National Register of Historic Places.

² A 10% tax credit is available to commercial structures built before 1936.

³ Must be listed on a national, state, or local historic register.

⁴ For structures with identified un-reinforced masonry (URM) construction only

■ Tax Credits

Perhaps the most common preservation incentive takes the form of income tax credits. The Federal Tax Reform Act of 1986 provides a tax credit equal to 20% of rehabilitation costs for commercial structures and rental residential buildings. To be eligible, the structure must be listed on the National Register of Historic Places or located within a certified historic district. For structures not on the National Register but which were placed in service before 1936, a 10% tax credit is available. Rehabilitation work must conform to the guidelines established by the Secretary of the Interior for historic structures. Certification requests of rehabilitation work are made through the State Office of Historic Preservation; certifications are issued by the National Park Service.

The credit (either 20% or 10%) is available to the taxpayer for five years from date of completion of rehabilitation work. Rehabilitated property may be depreciated over 27.5 years.

An investment tax credit is also available for substantial rehabilitation of low income housing properties. To be eligible for the credit, rehabilitations must meet certain tests relating to cost per unit, number of units occupied by households with income below area median income, and a 15-year compliance period. The credit amounts to 9% of rehab costs for ten years.

For structures listed on the National Register, no action by the City is required for implementation of this strategy. However, the City and community may promote the availability of this program in coordination with local historic preservation groups.

■ Tax Deductions

Certified historic structures that grant a facade easement as a charitable contribution may deduct the calculated loss in property value from their federal income tax liability. Owners of qualified structures listed on the National Register may deed building facades to nonprofit or government entities in exchange for the deduction. The property owner must maintain the facade and preserve its historic value.

■ Mills Act

The Mills Act Tax Adjustment (California Government Code 50280 et seq.) allows cities to enter into contracts with owners of qualified historic properties to provide for their restoration and maintenance in exchange for a property tax reduction. In order to qualify, as with other incentive programs, the property must be a registered National or local landmark and rehabilitation work must conform to the standards established by the State Office of Historic Preservation. Periodic inspections of the property by the County Assessor, Department of Parks and Recreation, and the State Board of Equalization may be necessary to ensure continued compliance with the contract.

Mills Act contracts generally are effective for a period of 10 years, with a provision for automatic annual renewals after the initial time period. Depending on the specific circumstances of a property (commercial vs. residential use, mortgage interest rates, etc.), Mills Act tax reductions can be considerable.

Implementation of this strategy will be done on a case-by-case basis, at the initiation of a property owner. The community may promote the availability of this program in coordination with local preservation groups.

■ Community Development Block Grants (CDBG)

Certain rehabilitation projects can qualify for low-interest loans or grants through the CDBG program. Qualifying projects must meet a "national objective" such as providing affordable housing opportunities or improving targeted areas of "blight", as defined by the Department of Housing and Urban

Development (HUD). The City currently applies its CDBG allocation primarily to serving low-income households.

To qualify for historic rehabilitation funds, in addition to meeting a national objective, properties must be either listed or eligible for listing on the National Register of Historic places; be designated as a state or local landmark by appropriate law or ordinance; or be listed in a state or local inventory of historic places. In allocating CDBG funds, the City will consider granting preference to projects affecting historically significant structures that also provide affordable housing opportunities. Furthermore, it is hereby established as City policy that any CDBG project affecting an historic site or structure must not result in any significant negative impacts to the historic resource.

Implementation of this strategy will require that the City establish criteria for evaluating and prioritizing CDBG allocations to projects involving historic rehabilitations.

■ Facade Grant Program

In the past, the Downtown Encinitas Mainstreet Association (DEMA) has administered a grant program to assist Downtown merchants in rehabilitating their storefronts. The City should consider supporting this, or a similar program for encouraging historic preservation and rehabilitation. Rehabilitation work shall comply substantially with accepted standards (State Office of Historic Preservation) and should be consistent with the Design Recommendations of this Specific Plan. Such a grant program may potentially be funded through the City's General Fund or through CDBG allocations.

Implementation of this strategy will require funding support from the City, and administration by a qualified organization such as DEMA.

■ Seismic Retro-fit

In the Downtown area, several of the inventoried historic buildings have also been identified in a separate inventory to be of un-reinforced masonry (URM) construction. Subject to the provisions of a citywide URM ordinance, the City should consider offering or establishing a rebate program to provide for reimbursement of seismic retro-fitting costs. The rebate program would apply to owners of documented historic structures who agree to rehabilitate and maintain the property for historic preservation purposes.

Application of this strategy will require a commitment of funds from the City. Potential funding sources include the city's General Fund, CDBG (subject to HUD requirements), or bond financing. In determining the feasibility of a seismic-retrofit rebate program, the City should investigate all potential funding sources.

■ Fee Waivers

In order to encourage historic rehabilitations, the City should consider reductions or waivers of processing fees for building permits or design review.

Fees may be paid from specially earmarked funds from the General Fund or other eligible sources. Implementation of this strategy requires that the City review which processing fees and which types of projects may be eligible for waivers and/or reductions.

D. Additional Measures

■ Historic Preservation Ordinance and Commission

In the future, the City may find it desirable to establish an historic preservation ordinance and/or commission in order to further coordinate and implement city-wide preservation strategies. A commission can have several advantages. It can seek various funding sources and develop additional preservation programs, as well as implement those programs outlined in this Plan. With members meeting certain qualifications, it can enable Encinitas to become part of the Certified Local Government (CLG) program. CLG status would enable the City to qualify for certain other grant funds from the federal government earmarked specifically for the CLG program. These funds can be used to finance a number of preservation programs. Participation in the Certified Local Government program gives preservationists access to technical support from the Office of Historic Preservation and other sources.

A commission would also have the expertise to review projects that affect historic properties. It could review historic resources to determine their historic significance; review National Register applications; make recommendations to the State Office of Historic Preservation; and play a key role in local landmark designation, should the City wish to consider such designation.

Establishment of an Historic Preservation Commission is not required by this specific plan, but would be consistent with the policies and programs of this plan.

■ Education Programs

An historic preservation program may include activities to make the community aware of, and appreciate its historic resources. This function is being performed, in part, by private groups such as the Encinitas Historical Society, the San Dieguito Heritage Museum, the Cottonwood Creek Conservancy, and DEMA. To further awareness of our historic resources, the City supports the efforts of such groups. As mentioned previously, such local organizations are instrumental in promoting and carrying out certain preservation strategies.

9.0 HOUSING

9.1 Introduction

Land use planning ultimately has a relationship to housing issues. While housing has not been a primary impetus in the development of the Downtown Encinitas Specific Plan, the vision of an active seaside village, historically the "center of town" with its own neighborhood identity and neighborhood support of the commercial district, has meant a substantial focus on residential use. The specific plan implements the City's General Plan and the commitment of the Housing Element to provide a range and balance of housing opportunities.

The specific plan area includes the Residential East and Residential West subdistricts, which are primarily residential in nature and will continue to contribute to the City's housing stock. Other subdistricts, too, provide residential use today and are recognized in this plan as appropriate to continue to include a residential element, even if not as the primary element in those subdistricts. Chief among these are the First Street and Second Street mixed use districts.

The City has recognized the real opportunity provided by the specific plan to help address city-wide housing needs. It City's intent to fashion a plan which will realize this opportunity, within the limits of development which respects and maintains the unique and desirable character of downtown Encinitas' neighborhoods.

9.2 Issues, Goals & Objectives

Chapter 2.0 of this plan is a detailed presentation of issues, goals and objectives. To summarize issues, the need for low income housing is recognized; maintaining community character and preserving existing housing stock (which is often among the most affordable housing in a coastal community) also are identified. To summarize housing goals and objectives, the plan should provide for appropriate in-fill under residential zoning and explore the allowance of residential as a secondary use in commercial districts as a mixed use opportunity.

9.3 General Plan Compliance

Chapter 10.0 treats general plan compliance in detail. In terms of housing, to be consistent with and to implement the General Plan, this specific plan must maintain the general pattern and density allowances of residential use designations established under the Land Use Element. In addition, as provided in the Land Use Element and specified as housing program VI-e in the Housing Element, the specific plan process has addressed mixed-use residential under commercial zoning.

9.4 Existing Conditions

The downtown Encinitas planning area encompasses the historic center of the original beachside community, with residential neighborhoods immediately surrounding its commercial core. At the time of the existing land use survey (1990) the planning area included 908 total dwelling units, 105 under commercial zoning and at least 46 attached to primary non-residential uses (commercial or office). Thus, a mixed-use pattern of residential in the commercial village, especially along Second Street, was established in the downtown Encinitas area prior to the adoption of this plan.

One hundred and thirty-seven (15%) of the existing dwellings were classified as stand-alone single-family residential. Two hundred and forty-two (27%) were duplex, and the remaining 483 (53%) were multi-family residential, at least 3 or more units in a building. This includes 99 units in the single largest development in the planning area, the Haciendas de la Playa condominiums, on the east side of Vulcan Avenue north of D Street.

Distinct from most of the rest of Encinitas, the downtown Encinitas residential community is one of predominantly multi-family use. Aside from Haciendas de la Playa, existing housing development in the downtown Encinitas area, whether single or multi-family, has been predominantly small-scale sited on the small lots which characterize the area. The overall housing picture has been one of a broad variety of housing types, in a scale and setting physically consistent with the eclectic beach village character of the area.

9.5 Housing Strategies

The housing "strategies" of the Downtown Encinitas Specific Plan are largely the result of the land use planning policies developed in Chapter 3.0. In crafting the most desirable zoning provisions for the various subdistricts, an additional benefit has been a net increase in housing potential, and of a type most likely to be "affordable" by market forces. The following outlines specific strategies.

A. First Street Mixed Use

The mixed use zoning (D-CM-1) structured for First Street replaces the previous commercial-only zoning for this subdistrict and allows residential units above or to the rear of primary commercial uses. This allowance for residential use is limited, to assure that the character of the First Street corridor will remain primarily commercial: stand-alone residential is not permitted, and residential units are not allowed to exceed 50% of the gross floor area of any site. The purposes of this mixed use allowance are to recognize the appropriateness of a "village residential" component of the downtown commercial core; to build in neighborhood market support for the downtown commercial district; to provide a more around-the-clock vitality to the commercial district;

and to absorb any excess development potential in this subdistrict which commercial-only zoning may not be able to fill. Individual dwellings are required to be a minimum of 350 sq. ft. in floor area.

There is no density limit specified for the residential contingent of this mixed use allowance, but it is possible to estimate a potential density yield. Based on the development standards which apply under this zone, it is estimated that a maximum of 2 dwellings would result on a "standard" 5000 sq. ft. lot. This is the equivalent of approximately 17 dwelling units per acre without taking into account the commercial portion of a site's development; when accounting for this as well, the effective residential density may be seen as up to 34 dwellings per acre. It is not expected that every lot along First Street would be developed with this residential component, or that all sites which do would develop to this "maximum". Please see the assumptions for development included in Appendix E.

There are no regulations requiring mixed-use units to be restricted so as to be guaranteed affordable to low or very low income households. Mixed use dwellings are expected to be attached units, with the size and physical characteristics of apartment units. As such, it is expected that mixed use units can be relatively affordable market-based rental units. Note the available incentives (paragraphs E and F of this Section) for guaranteed-affordable units.

B. Second Street Mixed Use

The zoning for Second Street (D-CM-2) under this specific plan replaces previous commercial-only zoning. The Second Street subdistrict is a part of the commercial core of the downtown Encinitas area, but is planned to be less intensive than First Street and to transition to the residential-only neighborhood to the west. While Second Street is subject to regulations to assure its primarily commercial function, the allowance for residential on Second is somewhat broader than for First Street. In addition to the allowance for residential mixed with commercial on a site (subject to the same restrictions as for First Street, above) Second Street is allowed to have a limited amount of stand-alone residential. This is allowed to a maximum 25 dwellings per acre, and for no more than 25% of the lots (by lot area) along the street. Please see the assumptions for residential development noted in Appendix E.

As for First Street, there are no requirements for residential units on Second Street to be guaranteed affordable. It is expected that they can be relatively affordable market-based rentals. Residential development may take advantage of the affordability incentives noted below.

C. Cozen's Site Subdistrict

This subdistrict is under one zone, D-VCM, which is another mixed-use zone. This replaces the previous commercial-only, visitor serving commercial zoning on this site. D-VCM is similar to the First Street zone in terms of the residential use allowance, with no specified residential density but an overall limit by floor area on how much site development may be residential. This zone allows a larger overall building envelope than the other commercial zones in the downtown Encinitas area. See Appendix E for assumed residential development potential. Residential units in this subdistrict will be attached multi-family, and may take advantage of affordable incentives below but are not automatically restricted by affordability.

D. D-OM Zone

The D-OM Zone is another mixed use zone which replaces previous commercial-only zoning. This applies to the east side of Third Street between E and F Streets, and is designed to allow office, residential, or mixed office/residential use. Stand-alone residential is limited to 15 dwellings per acre, to match the surrounding zoning allowance on Third Street. Mixed residential also is limited to 15 dwelling units per acre, and there is no proportional limit to the residential share. As for the other mixed use zones, there is no requirement for guaranteed unit affordability, although projects may take advantages of incentives (paragraphs E and H of this Section).

E. Parking for Residential Uses

Under this specific plan, stand-alone residential development is required to meet the citywide parking standards established in the city's zoning code. Units in mixed-use development, however, are subject to a somewhat simplified parking standard, with no more than two off-street parking spaces required for any dwelling. This plan also offers a voluntary incentive for mixed-use units which are guaranteed to be affordable to low or very low income households: such units per development site are allowed a reduced, one-space per unit parking requirement.

F. Residential East Subdistrict

Most of the Residential East subdistrict is under the D-R11 Zone which replaced the previous citywide R-11 Zone for this area. The revised zone disallows attached apartments of 3 or more units but broadens the allowance for duplex units, so that duplex development is allowed for all lots of at least 5000 square feet. This revised zoning has been applied in recognition of the substantial transition of this subdistrict from original single-family to predominantly multi-family use, on the original small lots of this area. The revised zone will allow this transitioning to continue in character with the prevailing small-lot, small-scale character of this neighborhood. The broadened duplex

allowance somewhat increases the expected residential build-out potential of this neighborhood. (See Appendix E for assumptions and projected build-out.) Development under the D-R11 Zone may take advantage of the various citywide affordable housing incentives noted below.

G. Residential West Subdistrict

With a few exceptions, most notably Pacific View School, the Residential West subdistrict is zoned D-R15 and D-R25, allowing up to 15 and 25 dwellings per acre respectively. For the most part these zones carry over the citywide R-15 and R-25 zoning provisions, allowing attached multi-family development. The calculated residential build-out potential of this area has not changed over previous zoning. Development here may take advantage of the various citywide affordable housing incentives (paragraph H below).

H. Citywide Housing Programs

Through the City's Housing Element a number of programs are established which are basically incentives for residential developers to provide affordable housing. These include: consideration of accessory apartments, density bonus provisions, allowance for development of emergency and transitional shelter projects, application of federal housing voucher and similar support programs, affordable housing rehabilitation programs, etc. All of the housing programs of the Housing Element continue to be applicable to properties under the jurisdiction of this specific plan.

9.6 Housing Production

The build-out potential of the downtown Encinitas area has been projected based on realistic development assumptions. Details are provided in Appendix E. It is possible to compare the area's residential building potential under the specific plan, to the potential which applied under previous zoning, as well as to existing conditions.

The maximum residential potential under the specific plan is calculated to be a total of 1500 units at buildout. This compares to a total of 908 existing units in 1990, and a potential 971 units had previous zoning gone to buildout. Obviously, the allowance for residential use under the mixed use zones makes a considerable difference. Four hundred and seventy-eight dwellings are potentially available under the various mixed use zones, including stand-alone residential and mixed residential-commercial development. None of these were available under previous zoning buildout, given commercial zones without any residential allowance. The D-R11 Zone under the specific plan is projected for a potential 292 units at buildout, compared to 227 units under the previous R-11 Zone. The difference here is due to the broadened duplex allowance.

As noted above, while affordable housing is not mandated in this development potential, market forces are expected to apply such that this development can be affordable. As such, adoption of the specific plan helps address the obligation of the City (Calif. Gov. Code Sec. 65583) to provide adequate sites for housing opportunities for income categories of households with identified need.

10.0 GENERAL PLAN AND COASTAL ACT COMPLIANCE

The Downtown Encinitas Specific Plan was prepared in accordance with applicable goals, policies and provisions of the Encinitas General Plan, which calls for the preparation of a specific plan for the beach-side commercial corridor within the Old Encinitas community, and Coastal Act Land Use Plan (LUP).

The following are applicable goals and policies listed under each element of the General Plan/LUP followed by a discussion of the specific plan's consistency. Any future amendment of General Plan/LUP goals and policies should also include consideration of corresponding amendment of this Specific Plan.

10.1 Land Use

GOAL 1: ENCINITAS WILL STRIVE TO BE A UNIQUE SEASIDE COMMUNITY PROVIDING A BALANCE OF HOUSING, COMMERCIAL, LIGHT INDUSTRIAL/OFFICE DEVELOPMENT, RECREATION, AGRICULTURE AND OPEN SPACE COMPATIBLE WITH THE PREDOMINANT RESIDENTIAL CHARACTER OF THE COMMUNITY.

POLICY 1.8: Encourage the types of commercial activities which will supply the community with a diverse economic base.

POLICY 1.9: Maintain a proper balance between acreage of commercial land and population served.

POLICY 1.10: Encourage the reasonable regulation of signs to preserve the basic character of the communities and to avoid adverse effect on property values. New pole and roof signage shall be prohibited. Detailed regulation and limitation shall be specified in the City's zoning regulations. (Coastal Act/30251/Visual Protection)

POLICY 1.11: Encourage the rehabilitation and redevelopment of obsolete or declining commercial development, in ways consistent with community design and development objectives.

POLICY 1.14: The City will maintain and enhance the Hwy 101 commercial corridor by providing appropriate community-serving tourist-related and pedestrian-oriented uses. (Coastal Act/30250)

Proposal

The specific plan provides a broader mix of commercial uses which include commercial, visitor commercial, and office professional mixed use zones which will allow residential as a secondary use in conjunction with commercial, visitor commercial or office professional as described in detail in Chapter 3.0

The specific plan design recommendations chapter includes a section on general commercial sign recommendations that encourages signs that are scaled and illuminated more appropriately to the pedestrian's environment and which reflect the character of the downtown Encinitas community (see Section 4.5.6).

Commercial zones within the specific plan area have been custom-tailored in order to encourage the rehabilitation and redevelopment of existing buildings in the commercial districts. Setbacks, minimum lot sizes, landscape and parking requirements have been reduced and maximum lot coverage has been increased in order to encourage a more realistic development of the existing properties in the downtown commercial district (refer to Chapter 3.0, Use and Development Regulations).

As mentioned above, the specific plan is proposing mixed use zones in the commercial districts which will provide a more balanced mix of commercial uses that will serve both visitors and plan area residents. The Commercial Mixed (First Street) Zone is emphasizing more visitor-serving commercial types uses along First Street (Old Highway 101) and the Commercial Mixed (Second Street) Zone is emphasizing more local commercial uses, along Second Street, which will serve local community residents. The existing visitor-serving and limited visitor-serving commercial will be maintained, however, the specific plan is proposing to expand the uses allowed in these zones as described in Chapter 3.0, Use and Development Regulations.

GOAL 3: TO ASSURE SUCCESSFUL PLANNING FOR FUTURE FACILITIES AND SERVICES, AND A PROPER BALANCE OF USES WITHIN THE CITY, THE CITY OF ENCINITAS WILL ESTABLISH AND MAINTAIN A MAXIMUM DENSITY AND INTENSITY OF RESIDENTIAL AND COMMERCIAL USES OF LAND WITHIN THE CITY WHICH WILL:

- (a) provide a balance of commercial and residential uses which creates and maintains the quality of life and small-town character of the individual communities; and
- (b) protect and enhance the City's natural resources and indigenous wildlife.

POLICY 3.3: The City will designate land use categories/zones for commercial development which provide for the commercial needs of the community with use and intensity regulations consistent with the goals of this Element.

POLICY 3.4: The City will allow those commercial uses which are necessary to satisfy the current and projected needs of the individual communities as indicated on the Land Use Map and under the policies of this plan.

- POLICY 3.5: Commercial areas/zones shall be designated to avoid undue concentrations of commercial development which would increase traffic to levels beyond the current and projected capability of the City's services and facilities to deal with the increased traffic.
- POLICY 3.7: With the exceptions described in Policy 3.12, once acknowledged as being consistent with the General Plan and Local Coastal Program, the allowable maximum density of any property designated for residential use shall not be increased except by the affirmative vote of a majority of those voting in the election approving the proposed increase.
- POLICY 3.8: With the exceptions described in Policy 3.12, once acknowledged as being consistent with the General Plan and Local Coastal Program, property designated/zoned for non-residential uses shall not be redesignated/rezoned to allow residential uses except by the affirmative vote of a majority of those voting in the election approving the proposed change.
- POLICY 3.10: With the exceptions described in Policy 3.12, once acknowledged as being consistent with the General Plan and Local Coastal Program, property designated/zoned for non-residential use shall not be redesignated/rezoned to allow more non-residential uses or a greater intensity of use except by the affirmative vote of four or more City Council members based upon a finding that the proposed redesignation/rezoning will not substantially reduce revenues to the City and will not substantially increase traffic burdens on roads and highways.

Proposal

The specific plan is not proposing to change the existing residential and commercial uses in such a manner that will impact future facilities and services, with the exception of school and library facilities (see Chapter 6.0). One of the major goals of the specific plan is to maintain the small scale and beachtown character of the downtown Encinitas plan area which will be implemented through the plan's design recommendations (Chapter 4.0) and use and development regulations (Chapter 3.0).

The beaches, bluffs, mature trees, and Moonlight Creek are important resources in need of protection and enhancement. The specific plan is proposing a street tree master plan in order to protect existing mature trees as well as establishing a street tree program for some streets within the plan area. The bluffs and beaches within the plan area are protected by development standards pursuant to Section 30.34.020 of Title 30 of the Encinitas Municipal Code.

The proposed commercial mixed use zones will provide a balance between commercial uses which will serve both the surrounding residents as well as visitors to the downtown area.

The proposed commercial areas do not differ significantly from existing commercially designated areas, and the proposed commercial zones will not pose significant traffic impacts as discussed in Chapter 5.0, Circulation Plan.

No increases in the allowable maximum density will result on properties designated for residential use within the specific plan area. The Residential East Subdistrict expands the existing zone of Residential 11 to allow duplex units as discussed in Chapter 3.0. This will result in an increase in the number of units for this area, but the maximum density will remain the same.

The proposed rezone of property zoned for general commercial along the east side of Third Street, between E and F Streets, to a mixed use zone which will allow residential uses, will require a general plan amendment. Two other areas which are zoned general commercial, Vulcan Square and property on the east side of Vulcan Avenue, between E Street and McNeill Avenue, are proposed to be rezoned to non-residential uses that are less intense, civic center and office professional respectively.

GOAL 4: THE CITY OF ENCINITAS WILL ENSURE THAT THE RATE OF RESIDENTIAL GROWTH:

- (a) does not create a demand which exceeds the capability of available services and facilities;
- (b) does not destroy the quality of life and small town character of the individual communities;
- (c) does not exceed a rate which excludes the public from meaningful participation in all aspects of land use decision making regarding proposed projects;
- (d) provides the City with the ability to plan ahead for the location, timing and financing of required services and facilities; and
- (e) does not exceed an annual allotment of dwelling units based on the projected ultimate buildout of dwellings in the City of Encinitas assuming a 25-year buildout period.

POLICY 4.2: The City will plan to provide services and facilities concurrent with projected need, sufficient to allow issuance of the maximum annual number of dwelling unit building permits. To guard against an unforeseen shortfall of services or facilities, the City will determine adequacy of services and facilities for each residential development at the discretionary review stage.

For dwellings not subject to discretionary review, such determination shall be made with the earliest development permit submittal. No unit shall be approved or permitted for which inadequate services or facilities are available.

Proposal

The specific plan land use build-out proposals will increase the number of dwelling units by approximately 548 dwelling units over the projected general plan build-out for the planning area. However, this increase will not significantly impact public services or facilities with the possible exception of school and library facilities (see Chapter 6.0).

GOAL 5: THE CITY OF ENCINITAS WILL ENSURE THAT THE RATE OF COMMERCIAL GROWTH:

- (a) does not create a demand which exceeds the capability of existing services and facilities;
- (b) does not destroy the quality of life and small town character of the individual communities;
- (c) does not exceed a rate which excludes the public from meaningful participation in all aspects of land use decision making regarding proposed projects;
- (d) provides the City with the ability to plan ahead for the location, timing and financing of required services and facilities; and
- (e) provides for the City's commercial needs during growth and thereafter as part of a fully-developed city.

POLICY 5.1: Commercial growth within the City should be sufficient to support residential growth and provide adequate services to the citizens of the individual communities.

POLICY 5.2: Proposed commercial growth should reflect a general balance of uses within the community.

POLICY 5.3: The City shall develop and implement commercial zoning and development standards which will accomplish the goals and policies of the General Plan, emphasizing quality, community character, and community needs.

Proposal

Although it appears that the specific plan land use proposals are reducing the total property which is zoned general commercial, in actuality the total allowable commercial building floor area increases by 17.9 thousand square

feet over the general plan build-out projection for general commercial. This is due to the custom-tailored development standards established for the commercial areas in order to help maintain the existing character of the downtown commercial district as described in Chapter 3.0.

The specific plan commercial land use proposals will not pose a significant impact to public services and facilities within the planning area, and are consistent with the general plan land use policies for the Old Encinitas Community. The allowance for residential development in selected commercial zones is also consistent with General Plan land use policy; however, the increased residential potential may cause a significant impact to public school and library services. This impact must be resolved, and is addressed in Chapter 6 of this specific plan.

GOAL 6: EVERY EFFORT SHALL BE MADE TO ENSURE THAT THE EXISTING DESIRABLE CHARACTER OF THE COMMUNITIES IS MAINTAINED.

POLICY 6.1: Permit commercial land uses and other types of non-residential development only in those areas where such development presently is concentrated or where indicated by the General Plan as long as such development does not result in land use conflicts with surrounding residential development.

POLICY 6.5: The design of future development shall consider the constraints and opportunities that are provided by adjacent existing development. (Coastal Act/30251)

POLICY 6.6: The construction of very large buildings shall be discouraged where such structures are incompatible with surrounding development. (Coastal Act/30251/30252/30253)

POLICY 6.7: Require commercial development to provide sufficient landscaping to soften the visual impact of commercial buildings and parking areas.

Proposal

Chapters 3.0 and 4.0 include use and development regulations and design recommendations, respectively, that consider the opportunities and constraints and visual and physical impacts to surrounding development within the planning area.

GOAL 7: DEVELOPMENT IN THE COMMUNITY SHOULD PROVIDE AN IDENTITY FOR THE CITY WHILE MAINTAINING THE UNIQUE IDENTITY OF THE INDIVIDUAL COMMUNITIES. (Coastal Act/30253)

POLICY 7.1: Establish design themes for commercial districts located within individual communities.

- POLICY 7.3: Although common themes for each of the communities may be established, each community may also promote variety in the design of individual projects.
- POLICY 7.4: Develop regulations and incentives for residential, commercial, and industrial developers to vary design, setbacks, driveways, rooflines, materials, colors, landscaping, etc. to ensure variation in the design of individual residential units within larger subdivisions and commercial/ industrial projects.
- POLICY 7.5: A streetscape specific plan(s) for the Hwy 101 corridor and El Camino Real corridor shall be prepared (Coastal Act/30251)
- POLICY 7.6: Private development shall coordinate with street/public improvements, i.e. streetscape, landscape, site design and the like.
- POLICY 7.9: The downtown area of Old Encinitas including the residential area west of the downtown area is designated a Specific Plan area. Development shall be allowed prior to the completion of the Specific Plan.
- Establish standards that will help to revitalize the commercial corridor.
 - Provide for residential uses in commercial zones along the corridor provided the residential uses are accessory and incidental to the principal commercial use.
 - Develop standards for development to vary design, setbacks, materials, colors, landscaping and the like to ensure a variation in the design of individual projects that can be tied together via common parking and internal circulation, and a common streetscape design.
 - Development standards shall be established to promote commercial development complimentary to the existing pattern of development relative to height, building bulk and mass, setbacks, open space and the like.
 - Commercial development standards and uses shall promote high pedestrian activity.
 - Residential, recreation and commercial uses shall be complimentary in design and use.
- POLICY 7.10: Both residential and non-residential development shall be limited to a maximum height of two stories and 30 feet. Limited exceptions for non-residential development may be

allowed, but only for designated specific sites as developed and adopted through area specific plans. Exceptions may also be made for Medical Complex development projects at the discretion of the City pursuant to conditional use permit applications as provided by the Zoning Code, to allow building heights up to a maximum height of three stories.

Proposal

The primary goal of the specific plan is to maintain the unique and desirable characteristics of the area and its subdistricts, while providing continued private land use, public improvements, and the economic success of the downtown commercial district. The specific plan provides custom-tailored zoning to replace the standard citywide zoning regulations. Use allowances and development standards have been created to fit the particular circumstances of each subdistrict which are consistent with the above goal and policies (see Chapter 3.0).

Design recommendations and streetscape concept plan, as described in Chapter 4.0, also are consistent with the above goal and policies. Chapter 11.0 describes the improvement projects, cost estimates, coordination, and potential funding sources that will enable subsequent capital facility programming to choose and carry out the best options in implementing the improvement projects.

Environmental Sensitivity: A number of areas within the City either contain resources that are sensitive to development or there are constraints present that will affect future development. The following goals and policies establish guidelines in how development is to proceed in those areas subject to any limitations that might be present. The following policies are also important in implementing Coastal Commission directives concerned with the management or preservation of significant resources in the Coastal Zone. (Coastal Act 30240)

GOAL 8: ENVIRONMENTALLY AND TOPOGRAPHICALLY SENSITIVE AND CONSTRAINED AREAS WITHIN THE CITY SHOULD BE PRESERVED TO THE GREATEST EXTENT POSSIBLE TO MINIMIZE THE RISKS ASSOCIATED WITH DEVELOPMENT IN THESE AREAS. (Coastal Act/30240/30253)

POLICY 8.1: Require that any improvement constructed in an area with a slope of more than 25% and other areas where such analysis is at issue to submit soils and geotechnical studies to the City for review and approval. (Coastal Act/30253)

POLICY 8.5: The Special Study Overlay designation shall be applied to lands which, due to their sensitive nature, should only be developed with consideration of specific constraints and features related to drainage courses, bluffs, slopes, geology

and soils, biotic habitat, viewsheds and vistas, and cultural resources. Development within the overlay area shall be reviewed and approved in accordance with criteria and standards which protect coastal and inland resources. (Coastal Act/30240/30253)

POLICY 8.6: Significant natural features shall be preserved and incorporated into all development. Such features may include bluffs, rock outcroppings, natural drainage courses, wetland and riparian areas, steep topography, trees, and views. (Coastal Act/30240/30250/30251)

POLICY 8.7: Non-developable or constrained areas should be evaluated for possible use as open space or recreational use. (Coastal Act/30240)

Proposal

Development within the specific plan area shall comply with Sections 30.34.020, 30.34.030, 30.34.050, and 30.34.080 of Title 30 of the Encinitas Municipal Code.

Specific objectives of the specific plan include the restoration of Cottonwood Creek as part of the Moonlight Beach Master Plan, which is subject to environmental review, and development of additional vista points at street ends (see Section 2.3).

GOAL 9: PRESERVE THE EXISTENCE OF PRESENT NATURAL OPEN SPACES, SLOPES, BLUFFS, LAGOON AREAS, AND MAINTAIN THE SENSE OF SPACIOUSNESS AND SEMIRURAL LIVING WITHIN THE I-5 VIEW CORRIDOR AND WITHIN OTHER VIEW CORRIDORS, SCENIC HIGHWAYS AND VISTA/VIEW SHEDS AS IDENTIFIED IN THE RESOURCE MANAGEMENT ELEMENT. (Coastal Act/30240/30251)

POLICY 9.3: Prohibit and eliminate billboards and obtrusive advertising media along freeway corridors, Highway 101/First Street and other scenic corridors and routes as specified in the Resource Management Element. (Coastal Act/30251)

Proposal

Section 4.5.6, General Commercial Sign Recommendations, discourages large signs that are out of scale along the First Street commercial district. Sign recommendations are provided that are consistent with the above goal and policy.

10.2 Housing

- GOAL 1:** THE CITY WILL ENCOURAGE THE PROVISION OF A WIDE RANGE OF HOUSING BY LOCATION, TYPE OF UNIT, AND PRICE TO MEET THE EXISTING AND FUTURE HOUSING NEEDS IN THE REGION AND CITY. [I-a through h; II-a through d; III-c and d; IV-a through f; V-b through g; VI-a, c through I; VII-c; VIII-c]
- POLICY 1.2:** Strive to provide a wide variety of housing types so that a range of housing needs and tastes will be made available to existing and future residents. [I-a through h; II-b, c, d; IV-e, f; V-b, c; VI-a, e, j, k, l; VII-e; VIII-c]
- POLICY 1.3:** When existing residential units are replaced, they should be replaced with units that are compatible in design with the surrounding residential neighborhood as planned by the City. [I-a]

Proposal

The specific plan implements the City's General Plan and the commitment of the Housing Element to provide a range and balance of housing opportunities. The specific plan area includes the Residential East and Residential West Subdistricts, which are primarily residential in nature and will continue to contribute to the City's housing stock. Other subdistricts, such as the First Street and Second Street Corridor Subdistricts, introduce mixed use zoning in the downtown area which includes residential (see Chapter 3.0).

Section 4.6 discusses residential design recommendations which encourage good design that is compatible with other well designed buildings without severely restricting the building owner's preference or the dictates of economics regarding materials and style.

- GOAL 3:** THE CITY WILL ENCOURAGE THE MAINTENANCE AND PRESERVATION OF THE EXISTING HOUSING STOCK AS WELL AS QUALITY WORKMANSHIP IN NEW HOUSING.
- POLICY 3.9:** Encourage street planting, landscaping, and undergrounding of utilities. [I-a]
- POLICY 3.10:** Encourage high standards of design, materials, and workmanship in all construction and developments. [I-a]

Proposal

A street tree master plan and landscape guidelines have been established for the entire specific plan area (see Chapter 7.0 and Section 4.8 respectively).

Section 4.6 discusses residential design recommendations which encourage good design that is compatible with other well designed buildings without severely restricting the building owner's preference or the dictates of economics regarding materials and style.

10.3 Circulation

GOAL 1: ENCINITAS SHOULD HAVE A TRANSPORTATION SYSTEM THAT IS SAFE, CONVENIENT AND EFFICIENT, AND SENSITIVE TO AND COMPATIBLE WITH SURROUNDING COMMUNITY CHARACTER. (Coastal Act/30252)

POLICY 1.2: Endeavor to maintain Level of Service C as a basic design guideline for the local system of roadways understanding that the guideline may not be attainable in all cases.

POLICY 1.3: Prohibit development which results in Level of Service E or F at any intersection unless no alternatives exist and an overriding public need can be demonstrated.

POLICY 1.4: Require, where feasible, interconnecting offstreet pedestrian and vehicular circulation between adjacent commercial and office land uses. This policy should be required along major transportation corridors to minimize traffic conflicts associated with pedestrian and vehicular movement to and from these properties. (Coastal Act/30252)

POLICY 1.7: Encourage adjacent properties to use common access points to access prime arterials, major roads, collectors and augmented local streets.

POLICY 1.9: Minimize private driveway access onto both major and collector roads.

POLICY 1.12: The City will promote increased off-street parking for existing and future commercial and residential uses in the near coast area, will minimize curb cuts for new development in the vicinity of beach access points in order that the maximum amount of curb parking will be available to beach users, and will encourage remote parking/shuttle service and park-and-ride facilities in the Coastal Zone. Generally, the City will require that all commercial, industrial and residential uses be designed and constructed with sufficient off-street parking and loading facilities as specified and detailed in the City's Zoning Code and in implementing Specific Plans. (Coastal Act/30252)

POLICY 1.15: The City will actively support an integrated transportation program that encourages and provides for mass-transit, bicycle transportation, pedestrians, equestrians, and car-pooling. (Coastal Act/30252)

POLICY 1.17: Standards shall be established and implemented to provide for adequate levels of street lighting, based on criteria of safety and related to volumes of vehicular, pedestrian and bicycle activity and potential points of conflict. Such standards shall be designed to respect different community and neighborhood needs for lighting, different community standards for design and special attention given to preservation of dark sky.

POLICY 1.18: Standards shall be established and implemented to provide for a comprehensive system of traffic control devices and signing, based on sound traffic engineering principals, to assure traffic safety and preservation of community character.

Proposal

The analysis of the existing circulation system based upon current land uses (1990) indicates that the Level of Service for various intersections located within the specific plan area is LOS A, B, or C in both the a.m. and p.m. peak hour flow conditions (see Technical Appendix B). These values are consistent with the goals for Level of Service criteria outlined in the City of Encinitas General Plan. Within the downtown Encinitas specific plan area, the circulation model has revealed that the Level of Service for various intersections in this area is expected to be between LOS A and LOS C based on the land uses projected by the City of Encinitas General Plan and the land uses projected by the specific plan. Therefore, no mitigation measures are recommended.

Section 4.0, Design Recommendations, provides recommendations that encourage more efficient and compatible circulation patterns within the specific plan area. Alley access for delivery trucks and vehicular access also is encouraged.

Parking along Second Street is proposed to be diagonal along the east side of the street in order to provide an increase in off-street parking for downtown businesses (see Sections 3.3 and 4.7).

Streetscape and circulation proposals include street improvements that will promote the efficient and safe movement of people and goods within the specific plan area (see Section 4.7 and Chapter 5.0).

GOAL 2: THE CITY WILL MAKE EVERY EFFORT TO DEVELOP A VARIED TRANSPORTATION SYSTEM THAT IS CAPABLE OF SERVING BOTH THE EXISTING POPULATION AND FUTURE RESIDENTS WHILE PRESERVING COMMUNITY VALUES AND CHARACTER. (Coastal Act/30252/30253)

POLICY 2.1: Adopt and implement standards for rural, semi-rural, and urban roadways within the City consistent with community character.

- POLICY 2.4: When considering circulation patterns and standards, primary consideration will be given to the preservation of character and safety of existing residential neighborhoods. Where conflicts arise between convenience of motorists and neighborhood safety/community character preservation, the latter will have first priority.
- POLICY 2.9: Develop new alternate road and intersection standards to promote retention of existing neighborhood atmosphere.
- POLICY 2.12: Encourage unique characteristic community design standards for traffic signals and intersection signing and other street improvements, structures and furniture.
- POLICY 2.13: Encourage landscaped medians and parkways on all roadways where practical.
- POLICY 2.14: Develop rural, semi-rural, and urban standards and criteria for private streets including a mechanism for on-going maintenance.
- POLICY 2.16: Develop a program to improve alleyways with paving and drainage improvements.
- POLICY 2.18: Where possible, functioning of the street system should be improved by the installation of intersection improvements.

Proposal

Streetscape and street improvements outlined in Section 4.7 and in Chapter 5.0, respectively, will reduce congestion, provide increased on-street parking, improve bicycle facilities, and create a safe pedestrian environment. In addition, specific street standards are proposed for the plan area streets which are more reflective of the neighborhood characteristics.

- GOAL 3: THE CITY OF ENCINITAS WILL PROMOTE THE USE OF OTHER MODES OF TRANSPORT TO REDUCE THE DEPENDENCE ON THE PERSONAL AUTOMOBILE. (Coastal Act/30252)**
- POLICY 3.2: Continue to assist in expanding public transportation and emphasize public transportation in future development with preference given to cost-effective alternatives. (Coastal Act/30252)
- POLICY 3.3: Create a safe and convenient circulation system for pedestrians. (Coastal Act/30252)
- POLICY 3.4: Cooperate with San Diego County, SANDAG, and other jurisdictions to help plan and implement a regional multi-modal transportation system that is accessible to residents in the City. (Coastal Act/30252)

- POLICY 3.5: Encourage development of mass transit and transit access points along the existing I-5 freeway corridor or along the railroad right-of-way. (Coastal Act/30252)
- POLICY 3.6: The City should provide and encourage efficient links between possible rail transit service and other transportation modes, including rerouting of bus service to interface with transit stops.
- POLICY 3.8: A program shall be developed to install sidewalks or paths, where appropriate, around schools, churches, active parks, commercial and other areas of pedestrian activity where public safety or welfare is at issue (Coastal Act/30252)
- POLICY 3.9: A program to install handicapped access ramps at all corners with sidewalks shall be developed.
- POLICY 3.10: Standards shall be established for the location and design of newsracks, signs, walls and other improvements which encroach into the public right-of-way. (Coastal Act/30251)
- POLICY 3.11: The City will strive to implement a safe, direct, and convenient circulation system for commuting and recreational bicycle traffic. The City will support the development of additional bicycle facilities in the Coastal Zone, including the following:
- all Circulation Element roads will include provisions for bicycle lanes unless precluded by design and safety considerations in which cases, alternative routes shall be provided to form a continuous network.
 - the provision of secure bicycle storage facilities at all beaches designated for high and moderate levels of use; and
 - the installation of bicycle and surfboard racks on all buses serving the Coastal Zone. (Coastal Act/30252)

Proposal

Streetscape and street improvements outlined in Section 4.7 and in Chapter 5.0, respectively, will improve bicycle facilities and create a safer pedestrian environment. A proposed transit center which will feature a commuter rail station and bus interface also is planned for the downtown area, however, this project is not a part of the specific plan process. The specific plan anticipates the transit center and the streetscape concept plan provides coordination between concept plans for the transit center and proposed specific plan area streetscape plans.

GOAL 4: THE CITY SHOULD MAKE EVERY EFFORT TO DEVELOP A CIRCULATION SYSTEM THAT HIGHLIGHTS THE ENVIRONMENTAL AND SCENIC AMENITIES OF THE AREA. (Coastal Act/30251)

POLICY 4.4: Where possible, establish a separate system of hiking trails, bicycle paths and equestrian trails from which motorized vehicles shall be banned.

POLICY 4.11: Keep street lighting, curbs, and gutter requirements consistent with individual neighborhood character.

POLICY 4.12: Encourage undergrounding of utilities within street rights-of-way and transportation corridors. (Coastal Act/30251)

POLICY 4.14: Where feasible, minimize the dependence on private motor vehicles. (Coastal Act/30252)

Proposal

As mention above, if feasible, every effort should be made to develop a multi-purpose trail along the railroad right-of-way.

Streetscape and street improvements outlined in Section 4.7 and in Chapter 5.0, respectively, will reduce congestion, provide increased on-street parking, improve bicycle facilities, and create a safer pedestrian environment. In addition, specific street standards are proposed for plan area streets, which are more reflective of the neighborhood characteristics.

First Street, Encinitas Boulevard, and Vulcan Avenue have been identified as streets within the specific plan area that require the undergrounding of utilities (see Chapter 11.0).

The proposed mixed use development in the specific plan area will provide more opportunities for live/work situations to occur, as well as residential uses which are closer to the commercial and office professional uses. This may help reduce dependence on the private motor vehicle.

GOAL 6: THE CITY WILL MAKE EVERY EFFORT TO PROVIDE PUBLIC ACCESS AND CIRCULATION TO THE SHORELINE, THROUGH PRIVATE DEDICATIONS, EASEMENTS OR OTHER METHODS, AND PUBLIC TRANSPORTATION OR OTHER FACILITIES. (Coastal Act/30211/30212/30212.5/30221)

POLICY 6.6: The City will consider improved pedestrian crossings of Pacific Coast Highway. (Coastal Act/30252)

Proposal

Proposed streetscape improvements along Encinitas Boulevard, D Street, and E Street will enhance pedestrian access from the highway (First Street) to Moonlight Beach.

10.4 Public Safety

GOAL 1: PUBLIC HEALTH AND SAFETY WILL BE CONSIDERED IN FUTURE LAND USE PLANNING. (Coastal Act/30253)

POLICY 1.3: The City will rely on the Coastal Bluff and Hillside/Inland Bluff Overlay Zones to prevent future development or redevelopment that will represent a hazard to its owners or occupants, and which may require structural measures to prevent destructive erosion or collapse. (Coastal Act/30240/30251/30253)

POLICY 1.6: The City shall provide for the reduction of unnatural causes of bluff erosion, as detailed in the Zoning Code, by:

- a. Only permitting public access stairways and no private stairways, and otherwise discouraging climbing upon and defacement of the bluff face;
- b. Improving local drainage systems to divert surface water away from the bluff;
- c. Studying the underground water system and looking for potential solution to bluff instability/erosion caused by such water;
- d. Reducing the infusion of ground water from domestic sources through, among other actions, requiring the removal of existing irrigation systems within forty feet of the bluff edge and prohibiting the installation of such systems in new development;
- e. Permitting pursuant to the Coastal Bluff Overlay Zone, bluff repair and erosion control measures on the face and at the top of the bluff that are necessary to repair human-caused damage to the bluff, and to retard erosion which may be caused or accelerated by land-based forces such as surface drainage or ground water seepage, providing that no alteration of the natural character of the bluff shall result from such measures, where such measures are designed to minimize encroachment onto beach areas through an alignment at and parallel to the toe of the coastal bluff, where such measures receive coloring and other exterior treatments and provided that such measures

shall be permitted only when required to serve coastal-dependent uses or to protect existing principal structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply; and

- f. Requiring new structures and improvements to existing structures to be set back 40 feet from bluff top edge (both inland and coastal bluffs) with exceptions to allow a minimum setback of no less than 25 feet, subject to a site-specific geotechnical report indicating that such a reduced setback will not result in risk of foundation damage resulting from bluff erosion or retreat to the structure within its economic life and with other engineering evidence to allow this exception. This does not apply to minor structures that do not require a building permit, except that no structures, including walkways, patios, patio covers, cabanas, windscreens, sundecks, lighting standards, walls, temporary accessory buildings not exceeding 200 square feet in area, and similar structures shall be allowed within five feet from the bluff top edge; and
- g. Permanently conserving the bluff face within an open space easement or other suitable instrument. (Coastal Act/30210/30235/30240/30251/30253)

Standards for the justification of preemptive erosion control devices and limits on location of shoreline devices shall be as detailed in the Zoning Code.

Proposal

Development within the specific plan area shall comply with Sections 30.34.020 and 30.34.030 of Title 30 of the Encinitas Municipal Code.

10.5 Resource Management

GOAL 1: THE CITY WILL CONSERVE, PROTECT, AND ENHANCE THE WATER RESOURCES IN THE PLANNING AREA. (Coastal Act/30231)

POLICY 1.1: Require new development to utilize measures designed to conserve water in their construction.

POLICY 1.10: Promote the use of water efficient sprinkling and gardening systems to include ordinances and technology to encourage drought tolerant plants.

Proposal

General landscape guidelines have been established which address water conservation (see Section 4.8).

- GOAL 3:** THE CITY WILL MAKE EVERY EFFORT POSSIBLE TO PRESERVE SIGNIFICANT MATURE TREES, VEGETATION AND WILDLIFE HABITAT WITHIN THE PLANNING AREA. (Coastal 30240)
- POLICY 3.1:** Mature trees of community significance cannot be removed without City authorization.
- POLICY 3.2:** Mature trees shall not be removed or disturbed to provide public right-of-way improvements if such improvements can be deferred, redesigned, or eliminated. This policy is not meant to conflict with the establishment of riding/hiking trails and other natural resource paths for the public good, or with the preservation of views.
- POLICY 3.3:** The City will examine ways to aesthetically trim street trees and vegetation within the public right-of-way including the possibility of using contract services or City personnel. (Coastal Act/30240/30251)
- POLICY 3.4:** A program shall be developed to trim roots and replace sidewalks and other public facilities which may be damaged by roots. (Coastal Act/30251/30254)
- POLICY 3.5:** A street tree planting program shall be developed and implemented.
- POLICY 3.6:** Future development shall maintain significant mature trees to the extent possible and incorporate them into the design of development projects.

Proposal

A major objective of the specific plan is to establish a street tree master plan which includes preservation of mature trees, planting additional street trees, and a regular maintenance program. A Street Tree Master Plan (see Section 7.0) has been established for the specific plan area which encompasses street tree design/planting and management/maintenance guidelines and a street tree concept plan.

- GOAL 4:** THE CITY, WITH THE ASSISTANCE OF THE STATE, FEDERAL AND REGIONAL AGENCIES, SHALL PROVIDE THE MAXIMUM VISUAL ACCESS TO COASTAL AND INLAND VIEWS THROUGH THE ACQUISITION AND DEVELOPMENT OF A SYSTEM OF COASTAL AND INLAND VISTA POINTS. (Coastal Act/30251)

POLICY 4.2: The following Vista Points will be developed and maintained as feasible:

- West end of "D" Street
- West end of "F" Street
- West end of "J" Street (Coastal Act/30251)

POLICY 4.6: The City will maintain and enhance the scenic highway/visual corridor viewsheds. (Coastal Act/30251)

POLICY 4.7: The City will designate the following view corridors as scenic highway/visual corridor viewsheds:

- Highway 101 from Encinitas Blvd. south to Santa Fe Drive

POLICY 4.9: It is intended that development would be subject to the design review provisions of the Scenic/ Visual Corridor Overlay Zone for those locations within Scenic View Corridors, along scenic highways and adjacent to significant viewsheds and vista points with the addition of the following design criteria:

- Road Design
- Type and physical characteristics of roadway should be compatible with natural character of corridor, and with the scenic highway function.
- Development Design
- Building and vegetation setbacks, scenic easements, and height and bulk restrictions should be used to maintain existing views and vistas from the roadway.
- Off-site signage should be prohibited and existing billboards removed.
- Development should be minimized and regulated along any bluff silhouette line or on adjacent slopes within view of the lagoon areas and Escondido Creek.
- Where possible, development should be placed and set back from the bases of bluffs, and similarly, set back from bluff or ridge top silhouette lines; shall leave lagoon areas and floodplains open, and shall be sited to provide unobstructed view corridors from the nearest scenic highway.
- Development that is allowed within a viewshed area must respond in scale, roof line, materials, color,

massing, and location on site to the topography, existing vegetation, and colors of the native environment. (Coastal Act/30251/30253)

Proposal

A recreation/open space objective of the specific plan includes the development of an additional vista point at the west end of F Street and a mini-park/vista point at the west end of J Street. Future vista points and view corridors, specifically North Highway 101 through downtown Encinitas (First Street), shall comply with Chapter 30.32 and Section 30.34.080 of Title 30 of the Encinitas Municipal Code respectively.

GOAL 5: THE CITY WILL MAKE EVERY EFFORT TO PARTICIPATE IN PROGRAMS TO IMPROVE AIR AND WATER QUALITY IN THE SAN DIEGO REGION. (Coastal Act/30231)

Proposal

The introduction of mixed use development in the specific plan area will provide more opportunities for live/work situations to occur, as well as residential uses which are closer to the commercial and office professional uses. This may reduce automobile trips, therefore, improving future air quality.

Other development in progress in the Downtown area, such as the proposed transit center and the new city hall location at the new Civic Center, will provide more centralized community and mass transit services within walking distance to higher density residential neighborhoods.

GOAL 7: THE CITY WILL MAKE EVERY EFFORT TO ENSURE SIGNIFICANT SCIENTIFIC AND CULTURAL RESOURCES IN THE PLANNING AREA ARE PRESERVED FOR FUTURE GENERATIONS. (Coastal Act/30250)

POLICY 7.1: Require that paleontological, historical and archaeological resources in the planning area are documented, preserved or salvaged if threatened by new development. (Coastal Act/30250)

POLICY 7.2: Conduct a survey to identify historic structures and archaeological/cultural sites throughout the community and ensure that every action is taken to ensure their preservation. (Coastal Act/30250/30253(5))

POLICY 7.3: The City will pursue the development of a historic resources program to assist in the identification, preservation, and restoration of those buildings, structures, and places within the City that have historic significance.

POLICY 7.4: The City will encourage the development of cultural facilities to be made available to the public, such as performing arts theaters, museums, and libraries. (Coastal Act/30250)

Proposal

Paleontological, historical, and archaeological resources shall comply with development standards pursuant to Section 30.34.050 of Title 30 of the Encinitas Municipal Code.

An architectural and historic resources inventory was conducted as part of the specific plan process for the planning area (see Appendix C). The historic preservation program (see Chapter 8.0) offers incentives for preservation of historic and architectural resources, rather than establishing new regulatory limitations.

Specific goals identified to encourage the development of cultural facilities available to the public include: providing outdoor public plazas and/or an auditorium as part of the future civic center site; integrating the expansion of the existing library facility into the civic center design; and preserving the La Paloma Theater as a potential civic auditorium/theater.

GOAL 9: THE CITY WILL ENCOURAGE THE ABUNDANT USE OF NATURAL AND DROUGHT TOLERANT LANDSCAPING IN NEW DEVELOPMENT AND PRESERVE NATURAL VEGETATION, AS MUCH AS POSSIBLE, IN UNDEVELOPED AREAS. (Coastal Act/30240/30251)

POLICY 9.2: All drainage courses should be maintained in natural or semi-natural vegetation utilizing existing topography as opposed to concrete ditches or pipes. (Coastal Act/30231/30240)

POLICY 9.4: Encourage and adopt standards for the use of drought tolerant and/or natural landscaping and efficient irrigation systems throughout the City. (Coastal Act/30231/30240)

POLICY 9.5: Encourage and adopt standards for clean-up, landscaping, beautification, utility undergrounding, and additional landscaping in parking facilities where needed in existing commercial areas. (Coastal Act/30251/30252)

POLICY 9.6: Require landscaping in the design of new residential, commercial, and industrial areas and buildings as detailed in the City Zoning Code regulations. (Coastal Act/30251/30253)

POLICY 9.7: Encourage and adopt standards for landscaping of existing commercial and industrial uses to screen and buffer unsightly and congested commercial/industrial areas from surrounding land uses. (Coastal Act/30251)

Proposal

A recreation/open space objective of the specific plan encourages the restoration of Cottonwood Creek as part of the Moonlight Beach Master Plan development. Cottonwood Creek is now a registered Point of Historical Interest by the State Historical Resources Commission.

General landscape recommendations and design recommendations have been established which address landscape design and use of drought tolerant plants (see Chapter 4.0).

10.6 Recreation

GOAL 1: THE MAINTENANCE OF THE OPEN SPACE RESOURCES IN THE PLANNING AREA WILL CONTINUE TO BE EMPHASIZED. (Coastal Act/30240)

POLICY 1.1: Continue to cooperate with property owners, the County of San Diego, and others to preserve and maintain the riparian habitats within the planning area. (Coastal Act/30240)

POLICY 1.6: Establish mini-parks and playlots in high density areas where larger parks are inaccessible or impractical to provide, and only when the provision of neighborhood parks to serve local neighborhood park needs is not possible.

POLICY 1.7: Provide a neighborhood park within convenient, and where possible, walking distance for all urban area residents.

POLICY 1.9: Develop parks in conjunction with schools wherever possible and encourage joint use of facilities. (Coastal Act/30252)

POLICY 1.11: Develop an open space program that will link the various communities together with parks, recreation/pedestrian access and natural visual corridors.

POLICY 1.12: Active parks, passive parks, and natural open space shall be provided in each of the communities to the extent possible.

POLICY 1.14: The City shall attempt to acquire the Santa Fe railroad right-of-way, should it become available, for the development of recreational facilities and landscaping as well as transportation and other public needs.

POLICY 1.16: Future trails in addition to those planned for in this element may be added to the existing systems to enhance the recreational opportunities of the City.

POLICY 1.18: The City shall develop a program that will establish future park sites as identified in the Implementation Plan.

Proposal

The conceptual design for the Moonlight Beach Master Plan includes the restoration of Cottonwood Creek which dissects the existing park site.

An opportunity exists to develop a mini-park/vista point at the west end of J Street. The existing Pacific View Elementary School site has the potential to develop a joint school and neighborhood park facility which would serve the residential subdistricts of the planning area.

Proposed trails through the Moonlight Beach Park will link up with the proposed linear park multi-purpose trail along the railroad right-of-way. If feasible, a continuation of the trail is proposed through the downtown Encinitas specific plan area from Encinitas Boulevard to the southern boundary of the plan area.

GOAL 2: THE CITY WILL MAKE EVERY EFFORT TO PRESERVE OPEN SPACE AREAS THAT REPRESENT A SIGNIFICANT ENVIRONMENTAL RESOURCE IN THE COMMUNITY. (Coastal Act/30240)

POLICY 2.2: Provide and maintain an inter-linking network of trails for horseback riding, hiking, and bicycling; and minimize the cost of the trail system by encouraging the use of drainage channels, flood plains, existing trails, public lands, excess street rights-of-way, and major utility rights-of-way. (Coastal Act/30212.5/30252)

POLICY 2.5: Provide for early acquisition of park sites to insure proper location, adequate size, and lower costs through development of a program that identifies future park needs and possible future sites. (Coastal Act/30212.5)

POLICY 2.7: Encourage the use of appropriate public lands and facilities for park and recreation purposes to the maximum extent feasible consistent with the maintenance of natural resources. (Coastal Act/30212.5)

Proposal

A multi-purpose trail, if feasible, is proposed along the railroad right-of-way which would link with Moonlight Beach Park and other downtown destinations as well as providing linkage to a regional trail system proposed along the railway corridor.

An objective of the specific plan encourages the development of the Moonlight Beach Master Plan which includes both active and passive recreational uses as well as the restoration of Cottonwood Creek.

An opportunity exists to develop a mini-park/vista point at the west end of J Street. The existing Pacific View Elementary School site has the potential to develop a joint school and neighborhood park facility which would serve the residential subdistricts of the planning area.

GOAL 4: A CITYWIDE SYSTEM OF PARKS WHICH COMBINE ESTABLISHED STANDARDS AND COMMUNITY DESIRES SHALL BE ESTABLISHED AND MAINTAINED.

POLICY 4.2: Wherever possible, neighborhood parks should be associated with elementary schools.

POLICY 4.3: Neighborhood parks should be accessible by pedestrians living in the immediate area.

Proposal

The existing Pacific View Elementary School site has the potential to develop a joint school and neighborhood park facility which would serve the residential subdistricts of the planning area and surrounding communities.

GOAL 5: THE CITY WILL CONTINUE TO PROVIDE OR COORDINATE WITH THE STATE TO PROVIDE FOR COASTAL/SHORELINE RECREATION AREAS, WITH EFFECTIVE ACCESS, INCLUDING SIGNING; AND WILL DESIGNATE VARIOUS BEACH AREAS FOR HIGH, MEDIUM AND LOW INTENSITY LEVELS OF USE BASED UPON THE CHARACTERISTICS OF THE BEACH RESOURCE AND SUPPORT FACILITIES, AND CHARACTER OF ADJACENT NEIGHBORHOOD. (Coastal Act/30211/30212/30212.5/30214)

POLICY 5.1: The City recognizes Cardiff Beach State Park, San Elijo Beach State Park, South Carlsbad Beach State Park and Moonlight Beach (future City) State Park, as the major visitor destination beaches in the Encinitas area. The City will work with the State to upgrade and promote access to these State beaches, and will act to upgrade and promote access to Moonlight Beach, in order that they may receive an increased proportion of visitor uses. (Coastal Act/30214)

Proposal

An objective of the specific plan encourages the development of the Moonlight Beach Master Plan which includes both active and passive recreational uses. The concept plan features picnic and viewing areas; volleyball courts; a tennis court; a basketball court; tot lot; fire rings; restroom, concession and maintenance building; Cottonwood Creek riparian zone and native planting; walkways; and approximately 231 parking spaces.

10.7 Noise

GOAL 1: PROVIDE AN ACCEPTABLE NOISE ENVIRONMENT FOR EXISTING AND FUTURE RESIDENTS OF THE CITY OF ENCINITAS.

POLICY 1.1: Review actions or projects that may have noise generation potential to determine what impact they may have on existing land uses. If a project would cause an increase in traffic noise levels, the policy of the City of Encinitas is to accept an increase up to an Ldn of 55 dB in outdoor residential use areas without mitigation. If a project would increase the traffic noise level by more than 5 dB and the resulting Ldn would be over 55 dB, then mitigation measures must be evaluated. If the project, or action, would increase traffic noise levels by 3 dB or more and the resulting Ldn would exceed 60 dB in outdoor use areas in residential development, noise mitigation must be similarly evaluated. The impact of non-transportation projects must generally be evaluated on a case-by-case basis. The following guidelines will aid in evaluating the impacts of commercial and industrial projects.

- a) Performance Standards Adjacent to Residential Areas. New commercial construction adjacent to residential areas should not increase noise levels in a residential area by more than 3 dB (Ldn) or create noise impacts which would increase noise levels to more than an Ldn of 60 dB at the boundary of the nearest residential area, whichever is more restrictive.
- b) Performance Standards Adjacent to Commercial and Industrial Areas. New commercial projects should not increase noise levels in a commercial area by more than 5 dB (Ldn) or increase noise levels to an Ldn in excess of 70 dB (office buildings, business and professional) or an Ldn of 75 dB (industrial) at the property line of an adjacent commercial/industrial use, whichever is more restrictive.

These criteria may be waived if, as determined by a noise analysis, there are mitigating circumstances (such as higher existing noise levels) and/or no uses would be adversely affected. Where conditions are unusual or where backgrounds are unusually low and the characteristics of a new noise source are not adequately described by using the Ldn noise descriptor, additional acoustical analysis is encouraged and the conclusions of such analysis will be considered by the City.

POLICY 1.2: An Ldn of 60 dB is the maximum acceptable outdoor noise level in residential outdoor use areas. The City recognizes that there are residential areas in which existing noise levels

exceed an acceptable level. The City will adopt a Noise Wall/Barrier Installation Policy for determining which areas should receive soundwalls along the major street system and to evaluate possible cost participation programs for constructing these soundwalls.

POLICY 1.4: The City will limit truck traffic in residential and commercial areas to designated truck routes. Limit construction, delivery, and through truck traffic to designated routes. Distribute maps of approved truck routes to City traffic officers.

POLICY 1.5: The City will establish and maintain coordination among City, County, and State agencies involved in noise abatement and other agencies to reduce noise generated from sources outside the City's jurisdiction.

POLICY 1.7: Apply Title 24 of the California Administrative Code, associated with noise insulation standards, to single-family dwellings.

Proposal

Future development within the specific plan area shall be required to comply with Title 24 of the California Administrative Code and other citywide regulations.

GOAL 2: REQUIRE THAT NEW DEVELOPMENT BE DESIGNED TO PROVIDE ACCEPTABLE INDOOR AND OUTDOOR NOISE ENVIRONMENTS.

Proposal

Future development within the specific plan area shall be required to comply with Title 24 of the California Administrative Code and other citywide regulations.

GOAL 3: ENSURE THAT RESIDENTS ARE PROTECTED FROM HARMFUL AND IRRITATING NOISE SOURCES TO THE GREATEST EXTENT POSSIBLE.

Proposal

Future development within the specific plan area shall be required to comply with Title 24 of the California Administrative Code and other citywide regulations.

GOAL 4: PROVIDE FOR MEASURES TO REDUCE NOISE IMPACTS FROM STATIONARY NOISE SOURCES.

POLICY 4.1: Ensure inclusion of noise mitigation measures in the design and operation of new and existing development.

Proposal

Future development within the specific plan area shall be required to comply with Title 24 of the California Administrative Code and other citywide regulations.

11.0 IMPLEMENTATION

11.1 Improvements Program

Certain basic financing needs have been identified which include improvements to traffic/circulation, drainage, and utility infrastructure. Other specific capital improvements include streetscape enhancement, community facilities, and community development programs.

The following table summarizes an initial estimate of those capital needs and costs that apply within the Downtown Encinitas Specific Plan area. These are preliminary cost estimates based on '93 dollars. Whenever possible, projects should be coordinated and implemented at the same time to reduce cost (i.e. coordinating the undergrounding of utilities with street improvements). (NOTE: The improvement projects are listed in rank order. If possible, these projects should be implemented in this order.)

Table 5

Improvement Projects

1. Streetscape Amenities

Downtown Entry signs	4,500
Moonlight Beach Entry (at B & First Streets)	71,000
Streetscape - landscape, enhanced paving, street improvements, & street furniture:	
Vulcan Avenue	75,000
Second Street	118,750
First Street	356,250
D Street	390,000
E Street	390,000
Special street lights on First Street	321,500
Subtotal:	1,727,000

2. Community Development

Facade Grant Program (First & Second Streets)	960,500
Subtotal:	960,500

3. Undergrounding Utilities*

Electric	\$2,300,000
Cable	1,375,000
Telephone	1,325,000
Subtotal:	5,000,000

4. Street Infrastructure

Street Improvements - curb/gutter, sidewalks, paving, striping, etc.	204,000
Traffic signals/Stop	75,000
Alley improvements	772,800
Subtotal:	1,051,800

5. Storm Drainage System

Increased-capacity of main, "F" Street to Cottonwood Creek	38,000
Redirected drainage "E" Street to Coastal Bluff	30,000
Subtotal:	68,000

6. Sewer System

Main sleeve inserts/Manhole Rehabilitation	54,000
"B" Street pump station Spill-protection storage	300,000
Subtotal:	354,000

7. Community Facilities

Vista Point (west end F Street)	100,000
Mini Park/Vista Point (west end J Street)	110,000
Moonlight Beach Master Plan	4,378,000
Expand library facilities (Encinitas branch)	1,680,000
Subtotal:	6,268,000

Total Preliminary Cost Estimate: **\$15,429,300**

* Preliminary estimates based on unit cost of \$125/linear foot. Actual costs will depend on engineering calculations at the time of construction; overall cost savings may be achieved by combining undergrounding and other improvement efforts.

There are other Citywide programs, which either currently exist or will be established. These programs, which are listed below, will benefit the specific plan area as well as the entire city. Cost estimates for these programs were not currently available and beyond the scope of the specific plan.

- Beach Sand Nourishment Program
- Seismic Retro-Fit Program
- Civic Center

11.2 Financing Strategies

A detailed public facility financing program must be prepared in order to successfully implement the improvements and programs proposed by the Downtown Encinitas Specific Plan. The financing program should analyze a series of methods to finance infrastructure and other improvements, recommend preferred alternatives, and develop a process for enacting financing methods.

The following is a summary of possible methods for financing the specific plan improvements identified in Table 5. This listing is not intended to exclude any other available funding source.

SPECIAL ASSESSMENT DISTRICTS (1911, 1913, 1915 ACT)

California law provides procedures to levy assessments against benefitting properties and issue tax exempt bonds to finance public facilities and infrastructure improvements. Assessment districts, also known as improvement districts, are initiated by the legislative body (e.g. city), subject to majority protest of property owners or registered voters. Assessments are distributed in proportion to the benefits received by each property, and represent a lien against property. The assessments are fixed dollar amounts, and may be prepaid. Only improvements with property-specific benefits (e.g. roads, and sewer and water improvements) may be financed with assessments.

AREA OF BENEFIT FEES

Area of benefit fees may be enacted by the legislative body (i.e. city) through adoption of an ordinance, without voter approval. The fee must be directly related to the benefit received. It does not create a lien against property, but must be paid in full as a condition of approval. Its principle use is for encumbering properties that will not voluntarily enter into an assessment of CFD, so that they pay their fair share at the time they are ready to be developed. Proceeds may be used to reimburse property owners who pay up-front cost for facilities benefitting other properties. Benefitting properties may be given the option to finance the fees by entering into an assessment district (1913/1911 Act) or Mello-Roos CFD).

AB 2926 SCHOOL IMPACT FEES

AB 2926 was enacted in 1986 and governs the imposition of school impact fees on new development. The Bill authorizes school districts to place fees or other requirements on developers to finance the construction of temporary or permanent school facilities. The residential rate for FY 1993-94 is \$1.65 per square foot of habitable space. School impact fees also may be levied on commercial projects which generate the need for new school facilities. The commercial rate is presently \$.28 per square foot of building area. The school fees often are matched with funding from the State School Building Program.

The school districts have reported that funds generated through AB 2926 fees are inadequate to meet needed capital facility improvements. The public elementary, junior high and senior high schools serving the specific plan area are presently over designed capacity. Alternate financing methods for school facility construction may be necessary.

INFRASTRUCTURE FINANCING DISTRICTS (SB 308)

Authorizes cities to form infrastructure financing districts, in accordance with a prescribed procedure, to finance public capital facilities (including but not limited to arterial streets, transit facilities, drainage and sewer facilities, child care facilities, libraries, and parks/recreational facilities) utilizing a method of tax increment financing, but tax revenues of county offices of education, school districts, or community college districts would be subject to diversion under this bill.

The bill permits a district to only finance the purchase of facilities for which construction has been completed and provides that these facilities need not be physically located within the boundaries of the district. This bill prohibits infrastructure financing districts from overlapping redevelopment project areas. The bill would require any district that constructs dwelling units to set aside not less than 20 percent of these units to increase and improve the city's supply of low- and moderate-income housing available at an affordable housing cost, as defined, to persons of low and moderate income as defined. The bill would require approval by the district's landowners or voters, as specified, of district formation and of bonds to be issued by the district to finance public capital facilities that provide significant benefits to an area larger than the area of the district.

MELLO-ROOS COMMUNITY FACILITIES DISTRICTS

The Mello-Roos Community Facilities Act of 1982 allows for the creation of special districts authorized to levy a special tax and issue tax exempt bonds to finance public facilities and services. A Community Facilities District (CFD) may be initiated by the legislative body or by property owner petition, and must be approved by a 2/3 majority of either property owners or registered voters (if there are more than 12 registered voters living in the area).

Taxes are collected annually with property taxes, and may be prepaid if prepayment provisions are specified in the tax formula. The levy creates a tax lien against the property. There is no requirement that the tax be apportioned

on the basis of benefit. Because there is no requirement to show special benefit, Mello-Roos levies may be used to fund improvements of general benefit, such as fire and police facilities, libraries and parks, as well as improvements that benefit specific properties. The provision also allows for the reallocation of cost burdens to alleviate untenable burdens on specific properties.

LANDSCAPING AND LIGHTING DISTRICTS

Landscaping and Lighting Districts (LLD) may be used for installation, maintenance and servicing of landscaping and lighting, through annual assessments on benefitting properties. LLD's also may provide for construction and maintenance of appurtenant features, including curbs, gutters, walls, sidewalks or paving, and irrigation or drainage facilities. They also may be used to fund and maintain parks above normal park standards maintained from general fund revenues.

STATE COMMUNITY REDEVELOPMENT LAW

This Act allows communities to utilize tax increment financing to carry out redevelopment activities, by applying tax increments obtained in the project area to finance planning, administrative, acquisition, and improvement activities. The Act permits a redevelopment agency to finance land acquisition for public purposes, construction of public facilities, such as roads, parks, and sewers, and administrative, legal, planning, and engineering costs related to the project.

The agency could issue bonds to finance project area improvements and administrative cost, and could apply the tax increments derived in the project area to pay the debt service on the bonds. Tax increments are those tax revenues produced in an area in excess of the revenues produced at the time the excess revenues thus produced are used to pay off bonds uses to finance the expenses of the redevelopment process such as administration, planning, acquisition, and construction of public facilities. Current and projected development could provide a substantial revenue base from which to finance major improvements.

SDG&E UNDERGROUNDING FUNDS

Utility companies are required to budget funds each year for undergrounding. These budgets are approved by the Public Utilities Commission and assigned to specific projects in each area based on priorities developed by local government.

COMMUNITY DEVELOPMENT BLOCK GRANTS

These grants issued from the Federal Housing and Urban Development Department (HUD) are available to areas in which at least 50 percent of the households have a low-moderate income.

SURFACE TRANSPORTATION PROGRAM (STP) FUNDS

The passage of the Intermodal Surface Transportation Efficiency Act of 1991 provides \$155 billion over six years to strengthen the national transportation system with approximately \$3 billion of the funds to be used for "enhancement" projects. Transportation enhancement activities include: pedestrian and bicycle facilities, acquisition of scenic and historic sites, scenic and historic highway programs, landscaping, rehabilitation of historic transportation facilities, preservation of abandoned transportation corridors, archeological planning and research, control and removal of outdoor advertising, and mitigation of water quality impacts from roadway runoff. Funding can be obtained through San Diego Association of Governments (SANDAG) on a regional basis and also directly through the State.

OTHER FUNDING SOURCES

There may be other sources available to finance improvement projects such as special assessment districts, government grants, or various types of bonds not listed above, that may be used to fund improvements.

11.3 Specific Plan Administration

A. Purpose

The purpose of this section is to describe the procedures required for the timely implementation of development within the specific plan area.

A few documents have been prepared and processed concurrently with the adoption of the Downtown Encinitas Specific Plan which include a general plan amendment, zoning map and ordinance amendments, and certification of an environmental impact report (EIR). These documents will form the basic framework to guide future development within the specific plan area.

B. Processing and Review

Future development within the specific plan area will involve obtaining the necessary development permits for the division of a parcel of land into two or more parcels; the construction, reconstruction, conversion, structural alteration, relocation, or enlargement of any structure; any mining, excavation, landfill, or land disturbance, and any use or extension of the use of land. City review of these permit applications will insure consistency of the proposed improvements with the design recommendations and development regulations outlined in the specific plan.

The specific plan area shall be developed in accordance with the criteria outlined in this specific plan and accompanying documents and in accordance with other land use and zoning regulations of the City of Encinitas. In cases where discrepancies occur between the specific plan and citywide development standards, the development regulations contained in the Downtown Encinitas Specific Plan shall prevail. All development within the specific plan boundary shall be consistent with the Downtown Encinitas Specific Plan. The

development procedures are as follows:

1. Development Applications (except Design Review)

Development applications shall be processed according to the procedures indicated in Title 30 of the City's Municipal Code.

2. Design Review

Design Review applications shall be processed according to the procedures indicated in Chapter 23.08 of the City's Municipal Code. Also reference Sections 4.1 through 4.4 of the specific plan for additional information on applications subject to or exempt from Design Review.

3. Specific Plan Amendments

Amendments to the specific plan shall require a modification to the specific plan maps and/or text shall be subject to the procedures as indicated in Chapter 30.72 of the City's Municipal Code. Amendments to the specific plan also shall be consistent with policies and provisions of the Encinitas General Plan.

4. Nonconformities

- a. A "nonconforming use" is a use that:
 - i. Is not within the scope, either expressly or implicitly, of the land use regulations set forth in this specific plan that announces the purpose, intent, permissible uses, accessory use and prohibited use for the zone in which the particular use is located;
 - ii. Did comply with the zoning restrictions contained in the zoning ordinance in effect at the time the use was created and was lawfully created; and
 - iii. Has not been terminated in accordance with the provisions of the specific plan.
- b. With the adoption of this Specific Plan, nonconforming uses and structures shall be subject to the following provisions:
 - i. Structures within which nonconforming uses are operated may be modified or expanded, so long as the nonconforming use does not thereby increase in its inconsistency with the allowances of this Specific Plan. Such structural modification or expansion shall otherwise be consistent with applicable development standards and provisions of Chapter 30.76 of the Encinitas Municipal Code.

- ii. Structures within which nonconforming uses are operated, if damaged or completely destroyed by fire or other calamity, shall be allowed to be reconstructed, and the nonconforming use shall be allowed to continue so long as such reconstruction and continuance is otherwise consistent with the provisions of this Specific Plan.
 - iii. A nonconforming use which becomes and remains inactive for an unlimited period of time may be renewed and continue to operate, at the same site and occupancy it previously operated from, provided that no other use in the interim has legally been established at the same occupancy.
- c. All other nonconformity provisions pursuant Chapter 30.76 of the Encinitas Municipal Code shall apply.



C101692779

RETURN TO:

IGSL

LOAN PERIOD	1	2	3
Home Use			
	4	5	6

ALL BOOKS MAY BE RECALLED AFTER 7 DAYS.

DUE AS STAMPED BELOW.

SENT ON ILL

APR 27 2009

U.C. BERKELEY

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